INITIAL STUDY

CALABAZAS BRANCH LIBRARY PROJECT

File No. PP08-023

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

SEPTEMBER 2008

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1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 *et.seq.*) and the regulations and policies of the City of San José, California.

This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from the Calabazas Branch Library Project (referred to as "the project" hereafter). The 1.7-acre site is located in the City of San José and is bounded by Rodeo Creek Canal and single-family residential to the east, South Blaney Avenue and the Calabazas Park to the west, a community garden and Danridge Drive to the north, and Fire Station No. 15 to the south.

The objective of the project is to demolish the existing Calabazas Branch Library, remove a portion of the 30 community garden plots located to the north of the existing library, and redevelop the existing site with a new 10,000 square foot (s.f.) library and 52-space surface parking lot. The existing library space and parking lot does not accommodate the existing and projected demand of the neighborhood. The shortage of space translates into below-standard services for collection, seating, program spaces, computers, and parking, and the library is not accessible to those with disabilities.

2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

PP07-023 Calabazas Branch Library Project

2.2 PROJECT LOCATION

The 1.7-acre project site is located at 1230 South Blaney Avenue, across the street from Calabazas Park and community center, and near the northeast quadrant of the intersection of South Blaney Avenue and Rainbow Drive in the City of San José. Uses surrounding the site include Fire Station No. 15 and Rainbow Drive to the south, South Blaney Avenue and Calabazas Park and community center to the west, community gardens and Danbury Drive to the north, and Rodeo Creek Canal and single-family residential to the east. Figures 1-3 show the project site location and surrounding uses.

2.3 PROPERTY OWNER/PROJECT PROPONENT

City of San Jose, Jane Light, Director, Library Department, (408) 808-2150
City of San Jose, Agatha Ng, Project Manager, Department of Public Works City Facilities Architectural Services & Branch Library Development Team, (408) 535-8313

Steve Krong, Architect, Krong Designs, Inc., 408-244-7000

2.4 LEAD AGENCY CONTACT

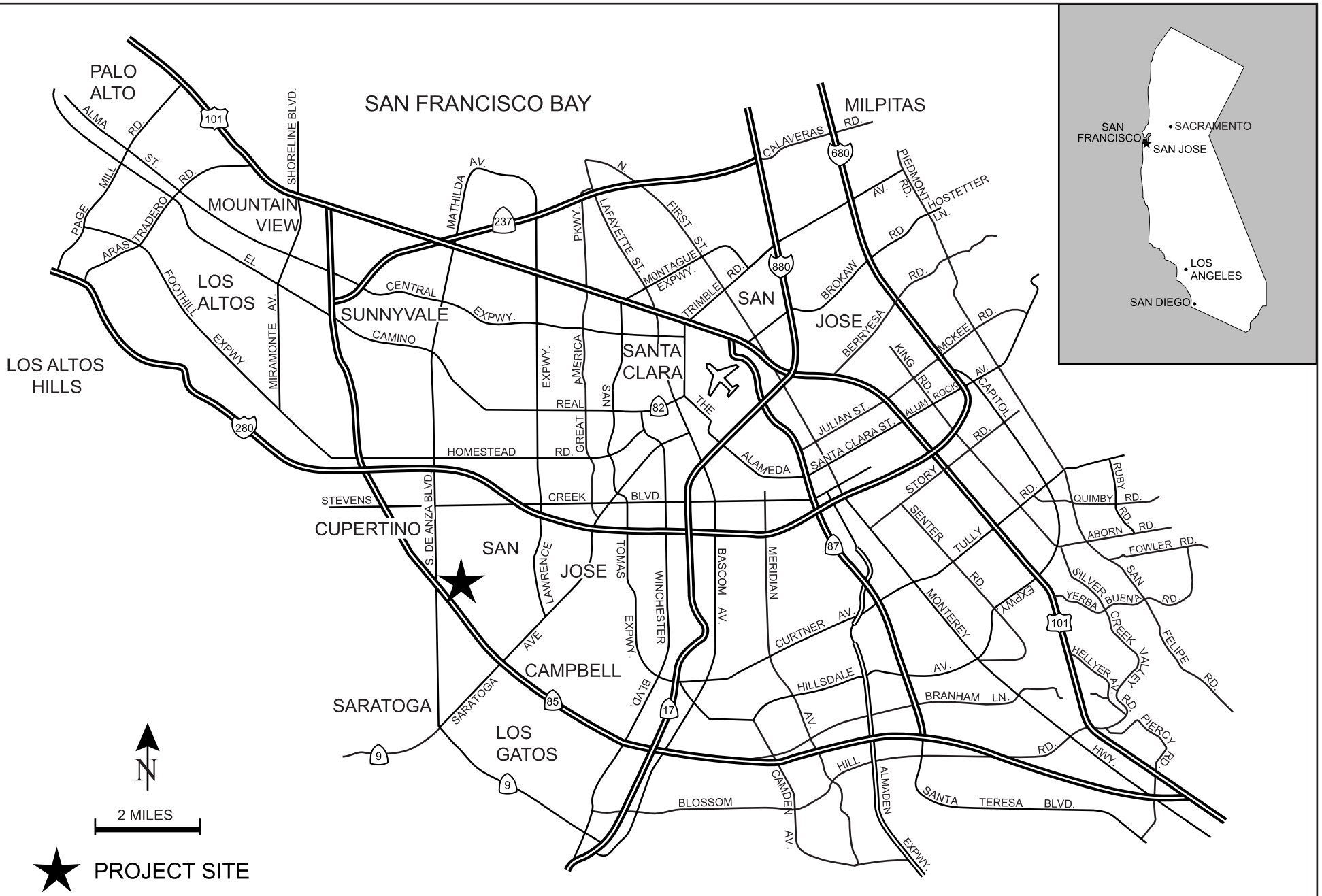
City of San José
Agatha Ng, Department of Public Works
(408) 535-8313

2.5 ASSESSOR'S PARCEL NUMBER

373-19-015

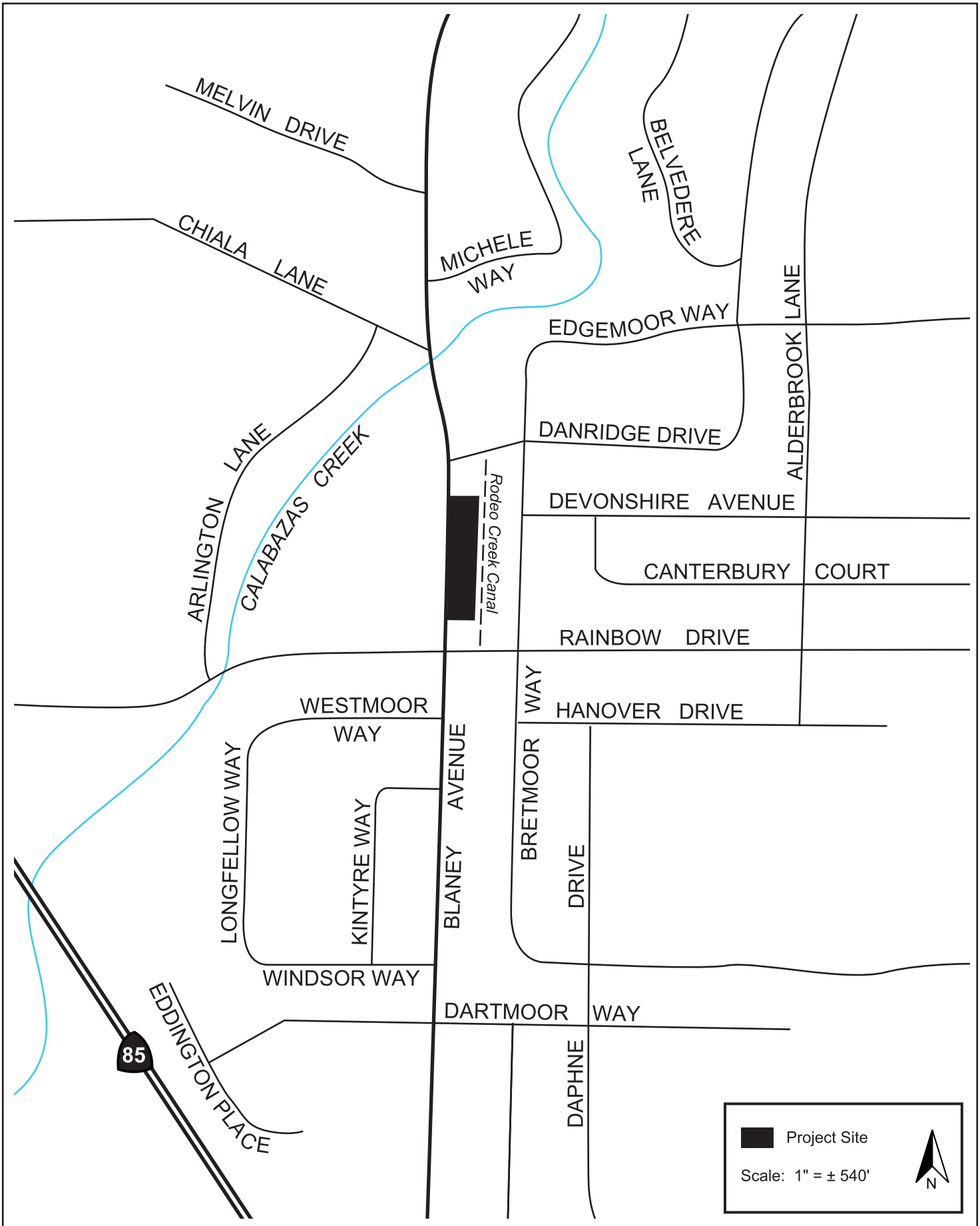
2.6 ZONING DISTRICT AND GENERAL PLAN DESIGNATION

Zoning District: *R-1-8 Single Family Residential*
General Plan Designation: *Public/Quasi-Public* and *Public Park and Open Space*



REGIONAL MAP

FIGURE 2.1-1



VICINITY MAP

FIGURE 2.1-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.1-3

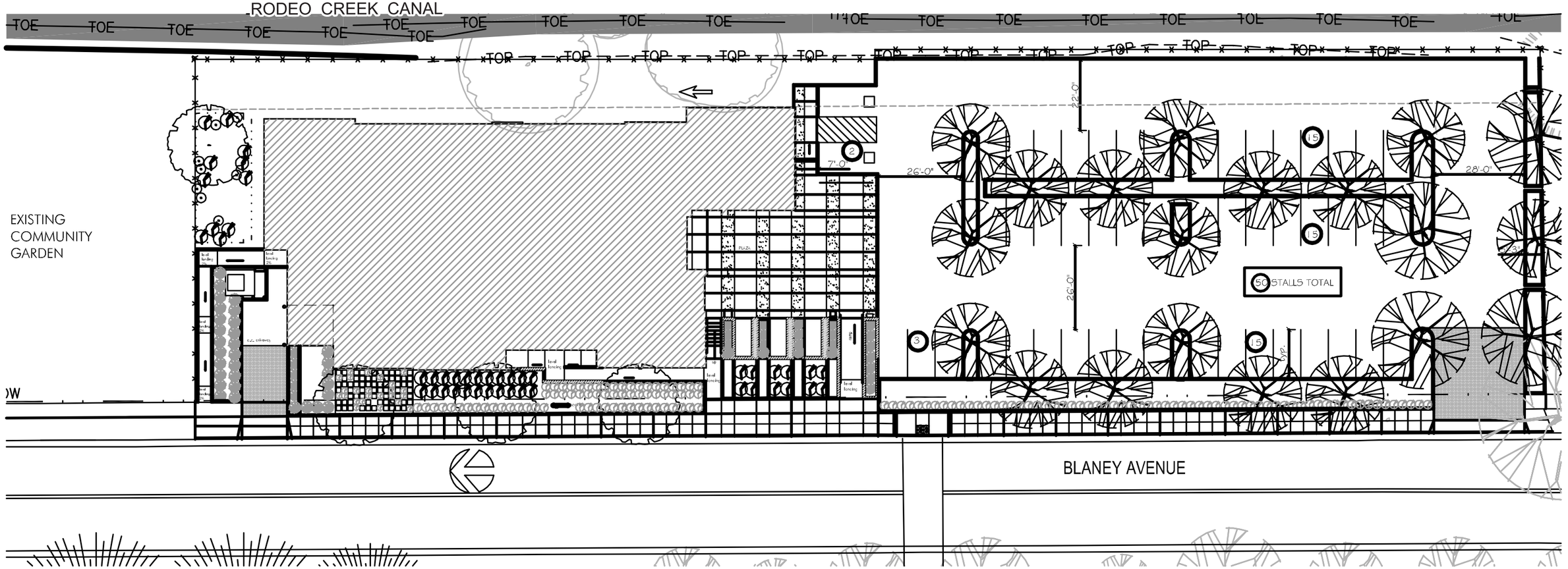
3.0 PROJECT DESCRIPTION

The proposed project includes reconstruction of the existing 5,880 square foot (s.f.) library building on a one-acre site located at the northeastern portion of the intersection of Rainbow Drive and South Blaney Avenue, across from the Calabazas Community Center in San Jose, California. The project also includes reconstruction and expansion of the existing parking lot located to the north of the existing library building, and removal of a portion of the existing City of San Jose community garden site to the north of the library parking lot.

The existing library building and a portion (1/3) of the existing community garden site would be demolished and the new library building would be reconstructed on the site. The proposed new library building would be approximately 10,000 square feet, and approximately 52 parking stalls would be located at the south end of the project site, adjacent to the existing fire station. Current and proposed vehicular access to the parking lot would be from South Blaney Avenue. Figure 3.1 shows the proposed library and parking site plan. Landscaping, irrigation, and trees would surround the new building and parking lot area.

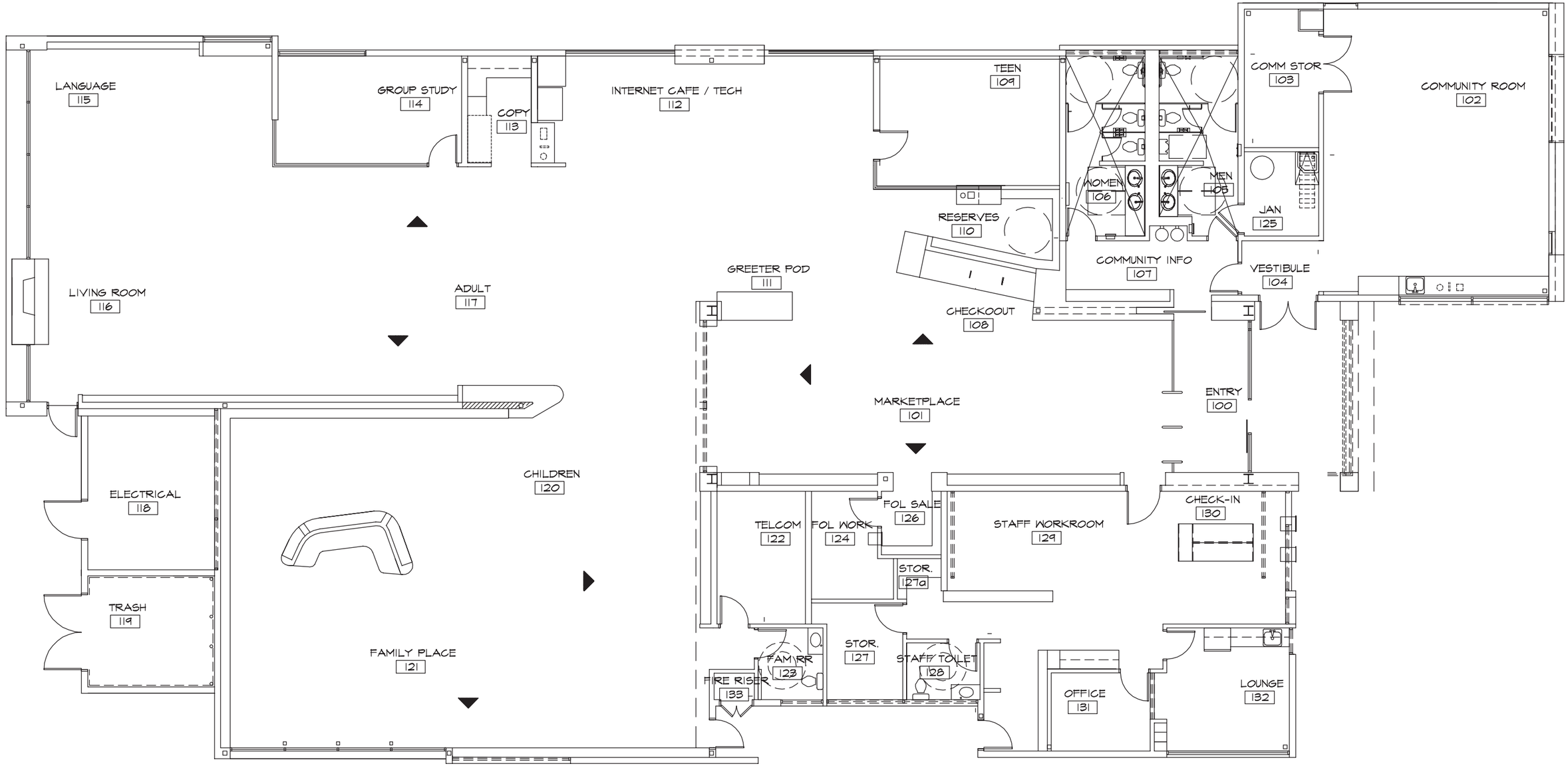
The proposed Calabazas Branch Library will include an adult section, a children's and family area, a community room, a teen room, an internet café, a staff room and office, a marketplace area, and other support facilities. The library will provide approximately 17 public internet computers, an internet café/tech center with seven seats, a living room area with 20 seats, a teen area with seven seats, an adult area with ten seats, a language area with ten seats, and a family and children's area with 14 seats. A large community room will offer programs and other opportunities for customer interaction, and a marketplace will provide an internet café, media, and new books. Self-checkout units will be accessible for all customers.

This branch will be the 17th library facility (out of 23) designed and constructed under the Branch Facilities Master Plan, approved by the City Council in 2000, and funded through a bond measure passed by the voters in November 2000. The new Calabazas Branch Library will be one of a total of twenty-three planned branches of the San José Public Library System (SJPL) when the bond measure projects are complete in 2010.



CONCEPTUAL SITE PLAN

FIGURE 3.1-1



FLOOR PLAN

FIGURE 3.1-2

4.0 CONSISTENCY WITH EXISTING ZONING, PLANS AND OTHER APPLICABLE LAND USE CONTROLS

In conformance with Section 15063(d)(5) of the CEQA Guidelines, the following section discusses the consistency of the proposed project with existing zoning, plans, and other applicable land use controls.

4.1 REGIONAL PLANS AND POLICIES

4.1.1 San Francisco Bay Region Water Quality Control Plan

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (the Plan) for the San Francisco Bay region. The Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulations in the San Francisco Bay region. The Regional Board first adopted a water quality control plan in 1975 and the last major revision was adopted in 1995.

The Plan provides a program of actions designed to preserve and enhance water quality and to protect beneficial uses based upon the requirements of the Porter-Cologne Act. It meets the requirements of the US Environmental Protection Agency (EPA) and establishes conditions related to discharges that must be met at all times.

The implementation portion of the Plan includes descriptions of specific actions to be taken by local public entities and industries to comply with the policies and objectives of the Plan. These include measures for urban runoff management and agricultural wastewater management. As of June 2002, the Plan also includes an amendment which requires the identification of Total Maximum Daily Loads (TMDLs) for each water-body within the jurisdiction of the RWQCB. A TMDL defines the specified maximum amount of a pollutant which can be discharged into the water-body from all combined sources. These water-body specific targets are considered necessary by the EPA in order to attain water quality standards in an impaired watercourse.

Consistency: The proposed development on this site will increase the area of impervious surface by 8,102 square feet. The project will include measures listed in *Section 5.8 Hydrology and Water Quality* of this Initial Study to reduce and avoid water quality impacts. The project will be consistent with the Basin Plan.

4.1.2 Santa Clara Valley Urban Runoff Pollution Prevention Program and National Pollution Discharge Elimination System Permit

The Federal Clean Water Act requires local municipalities to implement measures to control pollution from their storm sewer systems to the maximum extent practicable. Under the auspices of the Clean Water Act, as well as other Federal and State legislation since 1990, the San Francisco Regional Water Quality Control Board (RWQCB) has issued and reissued an area-wide National Pollutant Discharge Elimination System (NPDES MS4) Permit to the fifteen Co-permittees of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) for the discharge of storm water from urban areas in Santa Clara County. The fifteen SCVURPPP Co-permittees are the City of San José, twelve other municipalities within the Santa Clara Basin watershed area, the County of Santa Clara, and the Santa Clara Valley Water District.

Under the provisions of the SCVURPPP Permit, each of the co-permittees, including the City of San José, is required to implement control measures/best management practices (BMPs) to reduce storm water pollution from new development or redevelopment projects to the maximum extent practicable. In October 2001, SCVURPPP Permit Provision C.3 (New and Redevelopment Performance Standards) was revised to require that certain types of new and redevelopment projects include storm water runoff treatment control measures; that the treatment measures be designed to treat a specified volume or flow of storm water runoff from the project site; and that the measures be maintained for the life of the project.

It is the purpose of this policy to establish an implementation framework, consistent with current SCVURPPP NPDES MS4 Permit requirements, for incorporating storm water runoff pollution control measures into new development and redevelopment projects to reduce storm water runoff pollution from new development and redevelopment projects to the maximum extent practicable.

In addition to the SCVURPPP NPDES Permit provisions, all construction projects in the City of San José are regulated by the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (General Permit), which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and the filing of a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) for all projects that disturb an area of one acre or greater.

Consistency: The proposed redevelopment of the site will be required to implement erosion control and storm water management practices during project construction, in accordance with the Santa Clara Valley Urban Runoff Pollution Prevention Program and the NPDES permit requirements. Potential impacts to the water quality runoff would be mitigated through the measures identified in *Section 5.8 Hydrology and Water Quality* of this Initial Study, including conformance with the SCVURPPP. The identified measures would reduce water quality impacts from redevelopment of the site allowed by the land use designation and zoning. The project would be consistent with the Santa Clara Valley Urban Runoff Pollution Prevention Program through these measures.

4.1.3 Santa Clara County Congestion Management Program

The Santa Clara County Valley Transportation Authority (VTA) oversees the Santa Clara County Congestion Management Program (CMP). The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element.

Consistency: As discussed in *Section 5.15., Transportation*, the proposed project will not significantly impact any regional transportation facilities. The project will be consistent with the provisions of the Santa Clara Valley Congestion Management Plan.

4.2. LOCAL PLANS AND POLICIES

4.2.1 San José 2020 General Plan Land Use/Transportation Diagram

The San José 2020 General Plan is an adopted statement of goals and policies for the future character and quality of development of the community. The San José 2020 General Plan Land Use/Transportation Diagram designates the project site as *Public/Quasi-Public* and *Public Park and Open Space*. The City community gardens and a portion of the library parking lot are designated *Public Park and Open Space*, while the rest of the project site is designated *Public/Quasi-Public*.

Consistency: The *Public/Quasi-Public* General Plan designation is used to designate public land uses, including schools and libraries. The *Public Park and Open Space* designation is applied to lands which are publicly owned and for the most part, devoted to open space use. However, non-open space uses to which this designation is applied include major facilities such as golf course club houses and community centers. A library provides a similar public benefit to that of a community center. The redevelopment of the project site with the proposed library would be compatible with both the existing and planned land uses in the area, and with the existing General Plan land use designation of *Public/Quasi-Public* and *Public Park and Open Space* on the property.

4.2.2 City of San José Zoning Ordinance

The City of San José Zoning Ordinance is the City's adopted regulations establishing districts governing the use, location, height, placement, spacing, and size of buildings and real property in the City. The project site is zoned *R-1-8 Single Family Residential*.

Consistency: Based on the City's Zoning Ordinance, a library is a permitted use under *R-1-8 Single Family Residential* zoning. The proposed project would be consistent with the existing *R-1-8 Single Family Residential* zoning district.

4.2.3 City of San José Green Building Policy

The City of San José's Council Policy (adopted June 19, 2001) on green building was developed to demonstrate the City's commitment to environmental, economic, and social stewardship, to yield cost savings to the City taxpayers through reduced operating costs, to provide healthy work environments for staff and visitors, and to contribute to the City's goals of protecting, conserving, and enhancing the region's environmental resources. All new City facilities are subject to the Green Building Policy. As stated in the policy: "The City of San José shall adopt Green Building Policy goals and incorporate green building principles and practices into the planning, design, construction, management, renovation, operations, and demolition of all City facilities that are constructed, owned, managed, or financed by the City."

As of March 6, 2007, all new City of San José municipal buildings over 10,000 square feet are required to be constructed to achieve Leadership in Energy and Environmental Design (LEED) silver level certification at a minimum, with a goal of reaching LEED gold or platinum certification. The LEED rating system is a third party certification system designed for rating new and existing commercial, institutional, and high-rise residential buildings developed by the US Green Building Council. LEED Certification has different levels of green building certification including certified, silver, gold, and platinum. All certifications are awarded based on the total credits earned in each of several categories: sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality.

Consistency: The project will comply with the LEED certification requirements and complete a LEED Checklist for silver level certification at a minimum. Possible LEED items that could be considered for implementation include: utilizing recycled materials, using FDC certified wood, waste management to recycle or salvage 90 percent of construction waste, increasing solar reflectivity of site paving surfaces, highly energy efficient mechanical systems, roof mounted photovoltaic system, vegetated roof system, daylight harvesting and light control systems, increased indoor air quality through mechanical ventilation, low-emitting fuel efficient vehicle parking spaces, reduced water usage through plumbing fixture selection, and green powers sources. Additionally, the proposed project will include security night lighting along the perimeter and within the parking lot. Low-sodium, energy-efficient lighting will be used and the most efficient and economical outdoor lamps and controllers, such as timers, will be used to reduce energy usage. Soils excavated from the site which can be salvaged will be reused on the site to the extent feasible. For these reasons, the project will be consistent with the Green Building Policy.

4.2.4 Post-Construction Urban Runoff Management Policy

The purpose of the Post-Construction Urban Runoff Management Policy (Policy Number 6-29) is to establish an implementation framework, consistent with SCVURPPP NPDES MS4 Permit requirements, for incorporating storm water runoff pollution control measures into new and redevelopment projects to reduce storm water runoff pollution from such projects to the maximum extent practicable. This Policy establishes that Major Projects[1] shall be required to install Post-Construction Treatment Control Measures meeting specified hydraulic sizing criteria to treat storm water runoff from the impervious surface area of the project site.

Consistency: As discussed in *Section 5.8 Hydrology and Water Quality*, the library design includes measures consistent with Policy 6-29 to minimize runoff from the site. For this reason, the project would be consistent with the Post-Construction Urban Runoff Management Policy.

[1] Major Projects are defined as new development projects that create one acre (43,560 square feet) or more of impervious surface area; new streets, roads, highways, and freeways built under the City's jurisdiction that create one acre (43,560 square feet) or more of impervious surface area; and Significant Redevelopment Projects.

5.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Measures that are standard and required by the City or law are categorized as "Standard Measures." Measures that are proposed by the applicant that will further reduce already less than significant impacts are categorized as "Avoidance Measures." Measures that are required to reduce significant impacts to a less than significant level are categorized as "Mitigation Measures." All measures shall be printed on all construction documents, contracts, and project plans.

5.1 AESTHETICS

5.1.1 Setting

The project site is located on South Blaney Avenue between Rainbow Drive and Danridge Drive in west San José. The project site is currently occupied by the existing library building, two surface parking areas, and community gardens plots to the north. The existing library building is one-story and approximately 5,880 square feet (Photo 1). The library building is approximately 30 to 35 years old with large windows on the northern, southern and western sides. The building has three pitched, A-frame type roofs, and is clad with a wooden exterior. The building is surrounded by landscaping (shrubs, bushes, and grassy areas), a sidewalk for access from the northern parking lot, and a sidewalk along South Blaney Avenue.

The library building has a public parking lot located to the north (31 spaces), and a smaller employee parking lot located to the south (six spaces). To the north of the existing library, adjacent to the surface parking lot, is a community garden site with 30 plots (Photo 2). To the east of the library building is the Rodeo Creek Canal (Photo 3). The creek canal is approximately five to 10 feet wide. The majority of the canal is an open concrete culvert with some remaining portions of a natural creek bed. Across the canal are single-family residential homes. Adjacent to the southern surface parking lot of the library is the City of San José's Fire Station #15 (Photo 4). South Blaney Avenue is located to the west of the project site, and across the street is Calabazas Park and Community Center (Photo 5). The park provides a baseball diamond, tennis courts, basketball courts and open fields (Photo 6). There are two trees within the northern parking lot, 14 trees surrounding the northern and southern parking lots and the community gardens, five trees surrounding the existing library building, and approximately ten trees lining the western border of the site, along the Rodeo Creek Canal.

Photo 1 - Existing Calabazas Library building, looking west from Blaney Avenue.

Photo 2 - Calabazas Community Gardens, looking north from Calabazas Library parking lot.

PHOTOS 1 AND 2

Photo 3 - Rodeo Creek Canal, looking west from rear of library building.

Photo 4 - Fire Station #15, looking west from intersection of Blaney Avenue and Rainbow Drive.

PHOTOS 3 AND 4

Photo 5 - Calabazas Community Center, looking east from front of Calabazas Library.

Photo 6 - Calabazas Community Park, looking northeast from Calabazas Library.

PHOTOS 5 AND 6

5.1.2 Environmental Checklist and Discussion

AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Will the project:						
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐	1
2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐	1
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐	1
4) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐	1
5) Increase the amount of shading on public open space (e.g. parks, plazas and/or school yards)?	☐	☐	☐	☒	☐	1

Discussion: The project site is located in an urban area. There are no scenic vistas, or scenic resources along a designated scenic highway that would be affected by this project.

The proposed project would result in the removal of six ordinance-sized and 16 non-ordinance-sized trees on the site. While the removal of 22 trees on the site would be a noticeable change, the project includes new trees and landscaping throughout the site that in time would minimize this visual change. The tree impacts are discussed in further detail in *Section 5.4 Biological Resources* of this report.

The existing library building and surface parking lots on the site would be demolished and reconstructed at the same location. The new library building would be one-story in height, approximately 10,000 s.f, and a new 52-space surface parking lot would be located to the north of the future library building. The proposed library and surface parking would eliminate a portion of the community garden plots located north of the project site, however, the remainder of community garden plots would remain for public use. The Rodeo Creek Canal would not be impacted by the proposed library reconstruction project.

The proposed height of the new library and the surrounding residences are of similar height to the proposed library. The proposed project, therefore, would not change the visual character of the area. Given the nature of the site and its location, the proposed project would not adversely impact the aesthetic environment in the vicinity of the project site. The exterior lighting would include a series of low pressure sodium pole lights in the parking lot and building-mounted lighting to light the walkways and entrances. All lighting fixtures would be designed to ensure light is directed down to minimize glare on the adjacent residential and community uses.

The proposed project would not increase the amount of shading on adjacent properties or the Rodeo Creek Canal.

5.1.3 Conclusion

The proposed project will not degrade the existing visual character or quality of the site and its surroundings. The project, therefore, will have a less than significant adverse aesthetic impact. **(Less Than Significant Impact)**

5.2 AGRICULTURAL RESOURCES

5.2.1 Setting

The project site is currently developed and is not used for agricultural purposes. The site is not designated by the California Resources Agency as Farmland of any type, and is not the subject of a Williamson Act contract. There is no property used for agricultural purposes adjacent to the project site.

5.2.2 Environmental Checklist and Discussion

AGRICULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐	1,5
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐	1,5
3) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒	☐	1,5

Discussion: The proposed project would have no impact on agricultural activities.

5.2.3 Conclusion

The project will have no adverse impact on agricultural land or agricultural activities.
(No Impact)

5.3 AIR QUALITY

5.3.1 Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunlight.

Of the three pollutants known to at times exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. The third pollutant, carbon monoxide, is considered a local pollutant because elevated concentrations are usually only found near the source.

Under amendments to the federal Clean Air Act, the Environmental Protection Agency (EPA) has classified air basins, or portions thereof, as either "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the national standards have been achieved. Under the California Clean Air Act, Santa Clara County is classified as a non-attainment area for ozone and PM_{10}. The EPA has designated the Bay Area as a federal non-attainment area for ozone. The County is either in attainment or unclassified for other pollutants.

5.3.2 Environmental Checklist and Discussion

AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐	1,6
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐	1,6
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	☐	1,6
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐	1,6
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐	1

5.3.2.1 *Regional and Local Impacts*

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for what would be considered a significant addition to existing air pollution. A project that generates more than 80 pounds per day of reactive organic gases (ROG) is considered to have a potentially significant impact on regional air quality, according to the BAAQMD CEQA guidelines. The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project setting.[2]

The project proposes to demolish the existing 5,880 s.f. library and surface parking lots and construct an approximately 10,000 s.f. library and 52 space surface parking lot on the same site. The project will increase the square footage of the library by 4,120 s.f. The project is anticipated to generate an average of approximately 87 new PM peak hour trips and a total of 870 new daily trips (refer to Project Traffic Estimates discussion in *Section 5.15 Transportation*). Because the number of project generated traffic trips falls well below the BAAQMD's impact threshold, further quantitative analysis is not required for the proposed project.

5.3.2.2 *Construction-Related Impacts*

Construction activities such as demolition, excavation, construction vehicle traffic, and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-waterbase paints, thinners, some insulating material, and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application.

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Given that the site is surrounded by sensitive residential uses, construction dust has the potential for creating an annoyance at nearby properties.

Standard Measures: Based on the relatively small scale of this in-fill development project, potential dust impacts are considered less than significant. However, the following standard dust control measures are incorporated into the project and shall be included on all project documents, plans, and contracts to further reduce potential construction impacts on nearby properties.

- The BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The City's Public Works project representative shall ensure that the following construction practices will be included in all construction contract documents and plans and shall be implemented by the contractor during all phases of construction on the project site:
  - Use dust-proof chutes for loading construction debris onto trucks.

[2] BAAQMD CEQA Guidelines, 2001.

- Apply water to control dust generation during demolition of structures and break-up of pavement.
- Water or cover stockpiles of debris, soil, sand and other materials that can be blown by the wind.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction site.
- Install gravelbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

5.3.3 Conclusion

The proposed project will not result in significant long-term local or regional air quality impacts. Short-term air quality impacts associated with construction of the project are considered less than significant for purposes of CEQA and will be minimized through implementation of the standard dust control measures described above. **(Less Than Significant Impact)**

5.4 BIOLOGICAL RESOURCES

The following discussion is based upon a tree survey prepared by *Concentric Ecologies* in February 2008; and a City of San Jose Riparian Corridor Policy Study prepared by *Live Oak Associates* in April 2008. A copy of both studies is located in Appendix A.

5.4.1 Setting

The project site consists of a one-story 5,880 s.f. library building, two paved surface parking lots, surrounding landscaping and grassy areas, and 25 landscape trees throughout the site. Of the 25 trees on the site, seven are of ordinance-size (18-inches or larger in diameter) based on the City of San José Tree Ordinance. Appendix A provides a more detailed description of the location and health of the trees. There are ten different trees species on the site (Table 5.4-1). The project site provides a limited urban habitat that is suitable for urban wildlife, such as mourning dove, house finch, northern mocking bird, and fox squirrel.

Table 5.4-1
Tree Survey Summary

Species	< 12 in.	12 – 18 in.	18 in. +	Total Trees	Suitability for Preservation
Carob	0	0	4	4	Average
Coast Live Oak	3	5	1	9	Average
Eucalyptus	0	1	0	1	Poor
Mayten	2	0	0	2	Fair/Poor
Oak	2	0	1	3	Average/Fair
Olive	1	1	0	2	Fair
Pine	0	0	1	1	Fair
Plum	3	0	0	3	Fair and 1 Dead
Total	11	7	7	25	

Rodeo Creek Canal

The portion of the Rodeo Creek Canal associated with South Blaney Avenue is an "engineered channel," and appears to have been created as a flood control channel by the Santa Clara Valley Water District (SCVWD). The natural portion of the creek does not occur until south of the Southern Pacific Railroad, located 1.2 miles south of the project site, south of State Route 85.

The existing library is approximately 15.5 feet from top of bank. A fence is located at the top of the bank behind the existing library building, and the edge of the existing driveway is within several feet of the fence. The City of San Jose Riparian Corridor Policy Study (RCPS) design guidelines do not apply to bare modified earthen channels, modified concrete-rock channels, or modified channels-underground culverts when these channels contain little or nothing of riparian value. Rodeo Creek Canal is an engineered channel that is greatly constrained by existing development and does not fall under the provisions of the RCPS.

5.4.1.1 *City of San José Tree Ordinance*

The City of San José maintains the urban natural landscape partly by promoting the health, safety, and welfare of the City by controlling the removal of ordinance trees. Ordinance-size trees are defined as trees over 56 inches in circumference or 18 inches in diameter measured at a height of 24 inches above natural grade. If the sum of the trunks for multi-stem trees totals 56 inches in circumference they shall also be considered ordinance-sized trees. The removal of mature trees detracts from the scenic beauty of the City; causes erosion of topsoil; creates flood hazards; increases the risk of landslides; reduces property values; increases the cost of construction and maintenance of drainage systems through the increased flow and diversion of surface waters; and eliminates one of the prime oxygen producers and prime air purification systems in this area.

5.4.1.2 *City of San José Heritage Trees*

Under the City of San José Municipal Code, Section 13.28.330 and Section 13.32.090, specific trees are found, because of factors including, but not limited to, their history, girth, height, species or unique quality, to have a special significance to the community and are designated "Heritage Trees." There are no heritage trees that are listed on the City's Heritage Tree List present on the project site.

5.4.2 Environmental Checklist and Discussion

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐	1,2
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐	1,2

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐	1,2
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐	1,2
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐	1,3,7
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐	1,2

Discussion: The project site does not include riparian habitat, wetlands, or any other sensitive habitat. Implementation of the proposed project would not have any impact, direct or indirect, on wetlands.

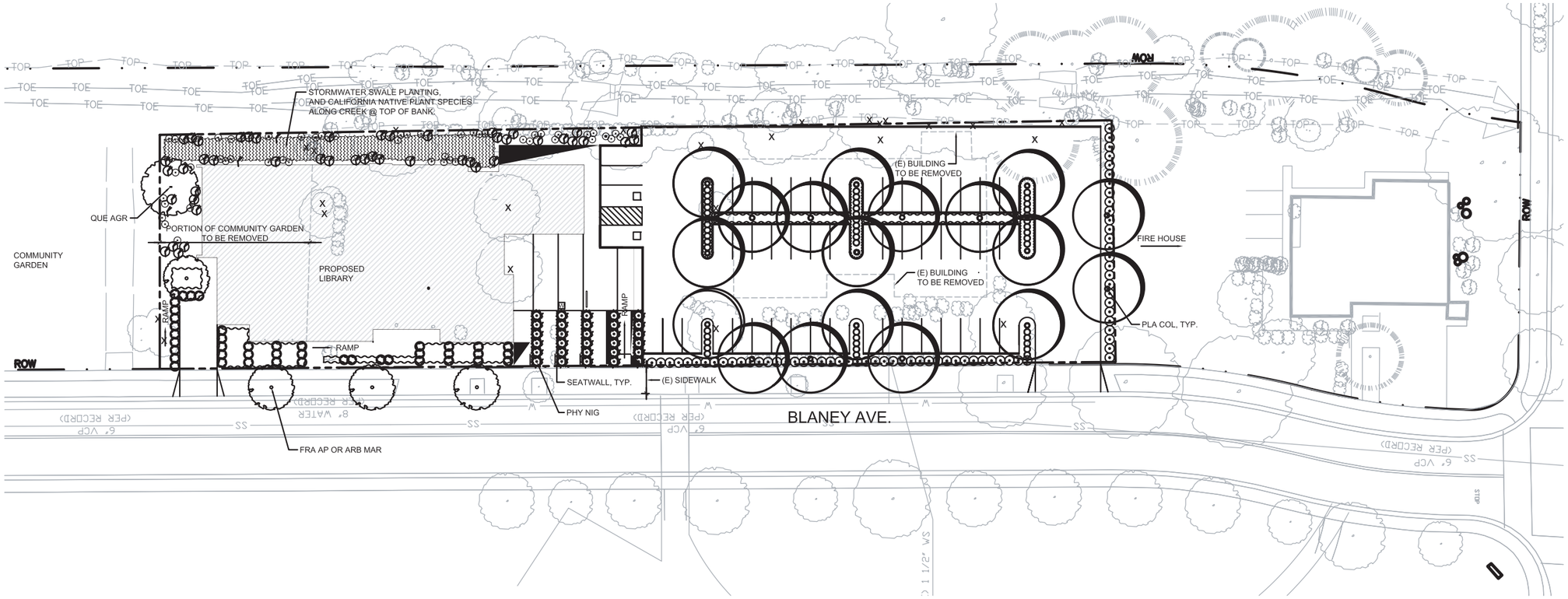
5.4.2.1 *Trees*

The project proposes to preserve three trees, including one ordinance-sized tree at the project site. The ordinance-sized tree to be preserved is a 25-inch oak tree (tree #19 in the Preliminary Tree Report). Based on the most current site plan, 22 of the existing trees are proposed to be removed because the project design makes their preservation infeasible. The project includes new landscaping around the proposed library (see Figure 5.4-1 below).

The removal of six ordinance-size trees and 16 non-ordinance trees is not considered a significant biological impact. However, as part of the project, the trees proposed for removal will be replaced at the City's standard replacement ratios in order to offset the loss of these trees (described in Table 5.4-2). A landscape plan that shows the size and species of the replacement trees is shown below and is included in the project plan set.

The proposed project shall replace trees removed at the following ratios:

Table 5.4-2: Tree Replacement Ratios			
Diameter of Tree to be Removed	**Type of Tree to be Removed**		**Minimum Size of Each Replacement Tree**
	Native	**Non-Native**	
18 inches or greater	5:1	4:1	24-inch box
12 – 18 inches	2:1	2:1	24-inch box
less than 12 inches	1:1	1:1	15-gallon container
x:x = tree replacement to tree loss ratio			



0 10 20 40 FEET

PLANT LIST

Calabazas Branch Library #07030.000

ABBREV.	BOTANICAL NAME	COMMON NAME	SIZE	MISC. NOTES & REQUIREMENTS
TREES				
ARB MAR	*Arbutus 'Marina'*	Arbutus	24" Box	SL
FRA AP	*Fraxinus americana 'Autumn Purple'*	Autumn Purple Ash	15 G.C.	
LAG NAT	*Lagerstroemia i. 'Natchez'*	Crape Myrtle (White)	15 G.C.	
QUE AGR	*Quercus agrifolia*	Coast Live Oak	24" Box	
PLA COL	*Platanus acerifolia 'Columbia'*	London Plane Tree	15 G.C.	SL/Hi. Br./Match
SHRUBS				
DIE BIC	*Dietes bicolor*	Fortnight Lily	1 G.C.	
ERI KAR	*Erigeron karvinskianus 'Moerheimii'*	Fleabane	1 G.C.	
ESC TER	*Escallonia 'Terri'*	Dwarf Escallonia	1 G.C.	F & B/Br. Gr.
FEI SEL	*Feijoa sellowiana*	Pineapple Guava	1 G.C.	
HET ARB	*Heteromeles arbutifolia*	Toyon	5 G.C.	
LIG JAP	*Ligustrum japonicum 'Texanum'*	Japanese Privet	1 G.C.	F & B
NAN GS	*Nandina domestica 'Gulf Stream'*	Dwarf Heavenly Bamboo	1 G.C.	F & B
PHO JS	*Phormium tenax 'Jack Spratt'+*	Dwarf Red New Zealand Flax	5 G.C.	Match
PHO TT	*Phormium tenax 'Tom Thumb'+*	Dwarf Red New Zealand Flax	5 G.C.	2'-6" o.c. /Match
PHY NIG	*Phyllostachys nigra 'Henon'*	Black Bamboo	15 G.C.	
RHA CAL	*Rhamnus californica 'Eve Case'*	Coffeeberry	5 G.C.	
RIB SAN	*Ribes sanguinium*	Pink Winter Currant	5 G.C.	
RIB VIB	*Ribes viburnifolium*	Evergreen Currant	5 G.C.	
SOL RAN	*Solanum rantonnetii (Lycianthes)*	Paraguay Nightshade	5 G.C.	S.F./Br. Gr./F & B
XYL CON	*Xylosma congestum 'Compacta'*	Xylosma	5 G.C.	F & B/Br. Gr.
GROUNDCOVERS				
COP KIR	*Coprosma kirkii*	Creeping Coprosma	Liners	Plant at 3'-0" o.c.
ROS PRO	*Rosmarinus officinalis 'Prostratus'*	Dwarf Rosemary	1 G.C.	
PERENNIALS/BULBS/ANNUALS				
HEU SAC	*Heuchera 'Santa Ana Cardinal'*	Coral Bells	1 G.C.	
PEN ALO	*Pennisetum alopecuroides*	Fountain Grass	1 G.C.	
IRI PAC	*Iris 'Pacific Coast Hybrids'*	Douglas Iris	1 G.C.	
TUL VIO	*Tulbaghia violacea*	Society Garlic	1 G.C.	
VINE				
HAR HW	*Hardenbergia violacea 'Happy Wanderer'*	N.C.N.	5 G.C.	
STORMWATER SWALES				
CAR TEX	*Carex texensis*	Catlin Sedge	2.25" pots	Plant at 15" o.c.
CAR TUM	*Carex tumicuola*	Berkeley Sedge	2.25' pots	Plant at 15" o.c.
JUN PAT	*Juncus patens*	California Gray Rush	1 G.C.	Plant at 24" oc.

2. * *Hemerocallis* available only from Greenwood Daylilies, 5595 E. 7th #490, Long Beach, CA 90804, (562) 494-8944.

3. + *Phormium t. hybrids* must be accompanied by a written guarantee stating they are the named cultivar and are stable in size, form and color. Submit to owner and landscape architect. Proof of securement and purchase must also be submitted with in two weeks of award of contract.

PLANT LIST ABBREVIATIONS:

Note:	This list together with the plant list prepared by Cottong & Taniguchi must accompany the contractor's nursery order(s)
SL	Single main, straight, dominant, leader
Hi. Br.	High branched—lowest limbs held above rootball 5' min. for 15 gallon can 6' min. for 24" box trees
No Top	No topping or pruning of upper branches
Br. Gr.	Branched to ground
F & B	Full dense, bushy, vigorous plants, with young growth closely spaced on branches, no old/woody plants.
N.V.S.-30 deg	Narrow upright vase shape 30 degrees or less spread in branch/trunk structure
N.V.S.-45 deg	Narrow upright vase shape 45 degrees or less spread in branch/trunk structure
No. Whorl. Br.	No closely spaced whirled branches. Select even symmetrical branch distribution
Match	Matched size, form, caliper, branching and cultivar. Select from one lot, one grower, for guaranteed consistency through life of plants.
	In general plants within a group or area are to be matched, unless noted otherwise.
T.F.	Tree Form
S.F.	Shrub Form
N.F.	Narrow upright Form
B.R.	Bare Root
B & B	Balled and Burlap
Mult. St.	Multi stemmed
Flat	Rooted cuttings from flats at on center distance specified in list. See groundcover/shrub o.c. planting detail for layout.
Cal.	Caliper
EV.	Evergreen
G.C.	Gallon Can
N.C.N.	No Common Name
Trail F.	Select trailing Forms for prostrate growth
Veg. Gr.	Vegetative Grown
Hed. F.	Hedge Form (clipped)
Stem up.	Stem up to expose trunk and lower branch pattern
N. Drp. Br.	No long heavy drooping branches

CONCEPTUAL IRRIGATION STATEMENT

1 Irrigation design shall be zoned for 1) turf and annuals and other moderate to higher water use plant materials; 2) groundcovers, and 3) native and water conserving plant materials.

2 Irrigation design shall also be zoned for micro climates including cool, shaded and protected areas, as well as hot, sunny and windy areas. Separate sprinkler valves for watering top, middle, and toe of slopes.

3 Part shade areas include moderate water use areas having morning and/or afternoon shade.

4 Cool and full shady areas include low water use areas for plants requiring little or no irrigation water and/or locations that will provide moist conditions.

5 Layout shall be designed for minimum runoff and overspray onto non-landscaped areas

6 Low volume sprinklers shall be used wherever possible with head to head coverage.

7 Bubbler irrigation shall be utilized at trees to promote deep watering wherever possible.

8 The irrigation controller shall have ample capacity in terms of programs and cycles that will match the complexity of the landscape plan for more efficient watering. For example, the controller shall have the ability to have multiple cycles to permit a number of short duration waterings that will allow water to soak into the soil rather than run off.

STANDARDS FOR IRRIGATION EQUIPMENT

1 Mainlines shall be 1120 pvc-schedule 40 for pipe size 1 1/2" and smaller, 1120 pvc-class 315 for pipe sizes 2" and 2 1/2", bell and ring pvc-class 160 for pipe sizes 3" and larger.

2 Lateral lines shall be 1120 pvc-schedule 40.

3 Depth of mainline: 24" of cover
Depth of lateral line: 18" of cover
Depth of pipe under paving: 24" of cover encased in a sleeve

4 Backflow preventer shall be a type approved by and installed per local codes.

5 Sprinklers shall have matched precipitation rates within each control valve circuit.

6 Precipitation rates for sprinklers shall match soil absorption rate.

7 Sprinklers shall have pressure compensating feature whenever possible to prevent fogging and misting and to prevent wind drift.

8 Sprinkler circuit shall have a check valve installed where necessary to minimize or prevent low head drainage.

9 Rain sensing override devices shall be installed with controller.

LEGEND

PROPOSED TREES

EXISTING TREES TO REMAIN

EXISTING TREES TO BE REMOVED

PROPOSED SHRUBS & GROUND COVER PLANTING

STORMWATER SWALE

WASTE / ASH RECEPTACLE

BIKE RACK

INTEGRAL COLOR CONCRETE PAVING

LANDSCAPE PLAN

FIGURE 5.4-1

Standard Measures: The following standard conditions will be incorporated into the project in order to protect the trees to be retained during construction:

- ***Pre-construction Treatments***

1. The project proponent shall retain an ISA (International Society of Arboriculture)-certified consulting arborist. The construction superintendent shall meet with the consulting arborist before beginning work to discuss work procedures and tree protection.
2. Fence all trees to be retained to completely enclose the TREE PROTECTION ZONE prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction is completed.
3. Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed or supervised by a Certified Arborist and adhere to the Best Management Practices for Pruning of the ISA.

- ***During Construction***

1. No grading, construction, demolition or other work shall occur within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the consulting arborist.
2. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the consulting arborist.
3. Supplemental irrigation shall be applied as determined by the consulting arborist.
4. If injury should occur to any tree during construction, it shall be evaluated as soon as possible by the consulting arborist so that appropriate treatments can be applied.
5. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE.
6. Any additional tree pruning needed for clearance during construction must be performed or supervised by the consulting arborist and not by construction personnel.
7. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees shall be designed to withstand differential displacement.

5.4.2.2 *Construction Impacts to Nesting Raptors*

The project site may provide habitat for wildlife species associated with urban areas. Trees in urban areas provide food and cover for wildlife adapted to this environment, including birds such as house finch, mourning dove, house sparrow, and Brewer's blackbird. In addition, mature trees on the project site may provide nesting habitat for raptors (birds of prey). Raptors and their nests are protected under the Migratory Bird Treaty Act of 1918 and California Department of Fish and Game (CDFG) Code Sections 3503 and 3503.5. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or could otherwise lead to nest abandonment. Although no raptors or nests were observed on the site, mature trees suitable for raptor nesting occur on the site. Despite the disturbed nature of the site, there remains the potential for raptors to nest in

these trees. No other rare, threatened, or endangered animal species were observed on the project site, nor are any expected to occur since the area is generally developed.

Impact BIO-1: Nest abandonment and/or loss of reproductive effort caused by disturbance are considered "take" by the CDFG, and therefore would constitute a significant impact. **(Less Than Significant Impact with Mitigation Incorporated)**

MM BIO-1: The proposed project includes the following measures to reduce project impacts to a less than significant level.

- If possible, construction should be scheduled between October and December (inclusive) to avoid the raptor nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be completed by a qualified ornithologist to identify active raptor nests that may be disturbed during project implementation.
- Between January and April (inclusive) pre-construction surveys shall be completed no more than 14 days prior to the initiation of construction activities or tree relocation or removal.
- Between May and August (inclusive), pre-construction surveys no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests.
- If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist, shall, in consultation with the State of California, Department of Fish & Game (CDFG), designate a construction-free buffer zone (typically 250 feet) around the nest.
- The Department of Public Works shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the City's Environmental Principal Planner and the Director of Public Works prior to the start of construction.

5.4.2.3 *Rodeo Creek Canal*

The reach of Rodeo Creek associated with the library was engineered at least 40 years ago and is maintained by the SCVWD. While Calabazas Creek (located approximately 528 feet from the site) is identified as occurring within the City's Riparian Corridor Project Study (RCPS) Area, there is no mention of Rodeo Creek Canal. There are several trees and shrubs associated with the channel that offer habitat to several common avian species, but the channel does not offer a high value riparian habitat. It has been determined that this reach of the channel does not fall under the provisions of the RCPS[3].

As long as best management practices are employed (stormwater BMPs are discussed in Section 5.8 *Hydrology and Water Quality*) and run off and debris are not allowed to directly enter the channel, the proposed demolition of the existing library, construction of new library and expansion of the driveway will not have a negative impact on riparian habitat in the area.

3 As referenced in the *City of San Jose Riparian Corridor Policy Study, Applicability of Design Guidelines.*

5.4.3 Conclusion

The project could result in impacts to common nesting birds during the breeding season due to construction related disturbance. Implementation of the above described standard measure would reduce these potential impacts to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

5.5 CULTURAL RESOURCES

The following discussion is based upon an archaeological literature review prepared by *Holman & Associates* in February 2008. As the archaeological literature review may discuss the location of specific archaeological sites, it is considered administratively confidential and is not included in this Initial Study. Qualified personnel may request a copy from the City's Planning Division located at 200 East Santa Clara Street, Floor 3, during normal business hours.

5.5.1 Setting

5.5.1.1 *Archaeological Resources*

An archaeological literature review of maps and records on file at the Northwest Information Center (NWIC) located in Rohnert Park, California (at Sonoma State University) was completed for the project site. The project site has not been previously surveyed by archaeologists. The nearest recorded survey was of Calabazas Park on the western side of the existing library, across South Blaney Avenue, and no archaeological resources were found during that field inspection.

The property does have a low to moderate possibility for containing buried archaeological resources. However, the riparian zone of Calabazas Creek would have been the favored environment for Native American habitation or special use sites in prehistoric times. Due to the lack of positive findings within ½ mile of the survey site, it was determined that the proposed project should have no effect on either historic or prehistoric materials.

5.5.2 Environmental Checklist and Discussion

CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						1,2,8
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☒	☐	☐	
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐	☐	1,2,9
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☒	☐	☐	1,2
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐	1,2

5.5.2.1 *Archaeological Resources*

The project site is located within a low to moderate archaeologically sensitive area. No previous archaeological field inspections in the area have discovered prehistoric archaeological deposits. The proposed construction of the new structures is not anticipated to affect buried cultural resources. The project would include grading and some excavation for leveling of the site. Although it is unlikely

that buried cultural materials would be encountered, standard conditions for excavation activities would be applied to the project as described below.

Standard Measures: The proposed project shall implement the following standard measure:

- Should evidence of prehistoric cultural resources be discovered during construction, work within 50 feet of the find shall be stopped to allow adequate time for evaluation and mitigation by a qualified professional archaeologist. The material shall be evaluated and if significant, a mitigation program including collection and analysis of the materials at a recognized storage facility shall be developed and implemented under the direction of the City's Environmental Principal Planner.
- As required by County ordinance, this project has incorporated the following guidelines. - Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

5.5.3 Conclusion

The proposed project will not result in any significant cultural resources impacts. **(Less than Significant Impact)**

5.6 GEOLOGY AND SOILS

5.6.1 Setting

5.6.1.1 *Geology and Soils*

The project site is relatively flat, consisting of the existing one-story 5,880 s.f. library building at the center of the site, and two surface parking lots, one located to the south of the library and one located to the north of the library building. To the east of the existing library building is the Rodeo Creek Canal and to the west is South Blaney Avenue and Calabazas Community Center and Park.

According to the Santa Clara County Soils Maps, the project site consists of Zamora clay loam (ZbA) soils.[4] The surface layer of soil is dark grayish brown, massive, hard, neutral, and reaches to 12 to 20 inches below the ground surface. The subsoil is brown, clay loam, sub-angular blocky, hard, neutral and reaches from 20 to 30 inches below the surface soil. The soils on site have a moderate potential for expansiveness. The expansion potential is the result of soil absorbing water in the winter and drying in the summer and is directly correlated to the clay content of the soil. Expansive soils shrink and swell as a result of moisture changes.

5.6.1.2 *Seismicity and Seismic Hazards*

The City of San José is located within Santa Clara County, which is part of the seismically active San Francisco Bay Area. It is classified as Zone 4, the most seismically active zone in the United States. The three major fault lines in the region are the San Andreas Fault, the Hayward Fault and the Calaveras Fault. The San Andreas Fault lies approximately five miles west of the project site, the Hayward Fault lies approximately 15 miles east of the project site, and the Calaveras Fault lies approximately 18 miles east of the project site. The closest faults to the project site are the Berrocal Fault (one mile west) and the Monte Vista Fault (one mile east).

Seismic hazards may arise from three sources: surface fault rupture, ground shaking, and liquefaction. Since no active faults pass through the site, the potential for fault rupture is relatively low. Based on the available geological and seismic data, the possibility for the site to experience strong ground shaking is considered moderate to high.

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary but essentially total loss of shear strength under the reversing, cyclic shear stress associated with earthquake shaking. According to the Santa Clara County Liquefaction Hazard Zones Map,[5] the site is susceptible to liquefaction. Despite the susceptibility of the site to liquefaction, lateral spreading is unlikely. Lateral spreading is a failure within a nearby horizontal soil zone, commonly associated with liquefaction, which causes the overlying soil mass to move toward a free face or down a gentle slope. There are no slopes or free faces of the site that would be susceptible to lateral spreading. The landslide potential is non-existent, due to the flat nature of the project site.[6]

4 USDA Soil Conservation Service. Soils of Santa Clara County. 1968.
5 Santa Clara County.
http://www.sccgov.org/SCC/docs/Planning,%20Office%20of%20(DEP)/attachments/58252220.pdf
6 Santa Clara County.
http://www.sccgov.org/SCC/docs/Planning,%20Office%20of%20(DEP)/attachments/58260520.pdf

5.6.2 Environmental Checklist and Discussion

GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	☐	1
b) Strong seismic ground shaking?	☐	☐	☒	☐	☐	1
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐	11
d) Landslides?	☐	☐	☐	☒	☐	11
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐	10
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	☐	10
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐	☐	10
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐	1

5.6.2.1 *Geology and Soils*

The project site is generally flat and the potential for erosion and siltation occurring at the site during construction would be low.

The project site includes moderately expansive soils, which may expand and contract as a result of seasonal or man-made soil moisture conditions. Expansive soil conditions could potentially damage the future development on the site, which would represent a significant impact unless avoided by incorporating appropriate engineering into grading and foundation design. The proposed project is not expected to be exposed to slope instability, erosion, or landslide-related hazards, due to the flat topography of the project site.

Due to the expansion potential of the soils on-site, there is a possibility to expose people and structures to significant geological hazards.

Standard Measure: The project shall implement the following standard measures to reduce geologic hazard impacts:

- Design and construct the building in accordance with a design-level geotechnical investigation prepared for the project. The City shall incorporate the recommendations of the geotechnical investigation into the project design and construction. The geotechnical investigation shall be reviewed and approved by the City Geologist prior to construction.

- Implement standard grading and Best Management Practices (as discussed in Section 5.8, *Hydrology and Water Quality*) to prevent substantial erosion and siltation during development of the site.

5.6.2.2 *Seismicity and Seismic Hazards*

Although the project site is not on an earthquake fault, it is within the seismically active San Francisco Bay Area, and moderate to severe ground shaking is probable during the useful life of the proposed library and parking area. The site is located within the State of California Seismic Hazard Zone for Liquefaction and the project has a moderate potential for liquefaction. However, the liquefaction potential is not considered significant because standard engineering and design practices will be used for the project.

Standard Measure: The project shall implement the following standard measure to reduce seismic related hazard impacts:

- Design and construct the building in conformance with the Uniform Building Code guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking and seismic related hazards on the site.

- In accordance with State law, a liquefaction evaluation consistent with State of California guidelines for the evaluation and mitigation of seismic hazards (CGS, 2008, SCEC, 1999) must be submitted to, reviewed and approved by the City Geologist or other qualified reviewer prior to final project approval.

5.6.3 Conclusion

Development of the proposed project, in conformance with standard engineering practices, would not result in significant geologic impacts. **(Less Than Significant Impact)**

5.7 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based upon a Phase I Environmental Assessment for Calabazas Community Garden by the *City of San Jose Environmental Services Department* in February 2006, and a Limited Phase II Environmental Assessment for Soil Characterization prepared by the City of San Jose Environmental Services Department in April 2008. These reports are located in Appendix C of this document.

5.7.1 Setting

Buildings constructed prior to 1980 are likely to contain asbestos; buildings constructed prior to 1978 are likely to contain lead-based paint; and fluorescent light ballasts manufactured before 1978 may contain polychlorinated biphenyls (PCBs). Based on the age of the building on the site, asbestos-containing materials, lead based paint and PCBs may be present in the structures.

A review of published agency documents, agency files, and other pertinent documents was completed for a one-mile radius of the site. The potential for site impact was based on information in the database records regarding the type of release, current case status, and distance and direction from the site. There were no reported hazardous materials spills or releases with a potential to significantly impact the site. The project site is not on the list of hazardous materials site compiled pursuant to Government Code Section 65962.5 (Cortese List).

5.7.1.1 *Site Conditions and Potential On-Site and Off-Site Sources of Contamination*

Potential On-Site Contamination

According to historical photographs and topographic maps, the project site appeared to be mostly orchard lands from 1939 to 1970.

The site was maintained as an orchard until approximately 1970. Historic aerial photographs show that in 1965 the general area was developed as residential, with a new road, South Blaney Avenue, that now separates the site from the adjacent park to the west that is now developed as Calabazas Park. The site was still maintained as an orchard with the trees remaining. The drainage canal was present and visible in the areas to the east, south, north and west beyond Calabazas Park were developed as residential. The parcel to the north of the site, across Dandridge Drive remains an orchard as well.

Phone records show that the public library was listed beginning in 1970. By 1982 the parcel north of the current community garden site, across Dandridge Drive, was developed as residential. Beginning in 1981 the parcel to the north of the library site was developed as a community garden with individual garden plots visible.

Potential Off-Site Contamination

A review of all reasonably ascertainable databases maintained by various federal, state, and local agencies was completed. The reviewed databases included the federal, state, and/or local lists of known or suspected contaminated sites, known generators or handler of hazardous waste, known waste treatment, storage, and disposal facilities, and permitted underground storage tank sites. A complete listing of all the databases searched and reviewed is included in the attached summary of the EDR Radius Report provided in Appendix B.

Calabazas Park to the west of the site is listed as having a hazardous materials storage permit from the City of San Jose Fire Department. Fire Station 15 of the City of San Jose Fire Department is located approximately 700 feet south of the site and is shown to have had an underground storage tank permit and the tank was reported to have a soil-only diesel contamination problem that was closed with no further action required in 1997. Three other leaking underground storage tank (LUST) sites are present between ½ to one mile from the site.

Because of the nature of the contamination and the distance from the subject site of known contamination sites in the general area, the project site is not expected to have been impacted from surrounding contamination sites.

Agriculture

San Jose and Santa Clara Valley was primarily an agricultural area up to the middle of the 20th century. Many of the City of San Jose Community Garden sites are on land which was previously in agricultural use and as such the soil may contain residual levels of historically used pesticides, principally DDT, lead, arsenic, and mercury. General experience in the land use approval process indicates that some agricultural property, when analyzed, may contain levels of residual pesticides that require mitigation for residential development. Prior agricultural use does not imply that the garden sites or surrounding residential properties are impacted or unsuitable of their current use.

The Calabazas Branch Library is planned to be demolished and rebuilt into the existing community garden area. The construction work at the site may require excavation and disposal of soil from the library and gardening site. In anticipation of soil management requirements, the Environmental Services Department completed sampling at the site to determine whether the soil will require any special handling or disposal measures.

A total of ten soil samples were collected throughout the site at depths between six-inches and 12-inches. The results indicate that the site has not been impacted by prior agricultural use and the levels of DDT and breakdown products, lead, arsenic and mercury are well below any concentrations of concern or requirements for special handling for disposal or reuse of the soil.

5.7.2 Environmental Checklist and Discussion

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐	1

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐	1
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐	1
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐	1
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐	1
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐	1

Discussion: The project site is not within the Santa Clara County Airport Land Use Commission (ALUC) jurisdiction, nor is it on a City designated evacuation route. The site is not located in an area subject to wildfires.

5.7.2.1 *Potential On-Site and Off-Site Sources of Contamination*

Off-Site Contamination

The Phase I and limited Phase II reports show that there would not be impacts to the project site resulting from the contamination sites surrounding the project site.

On-Site Contamination

The building to be demolished was built circa the 1960s. The library structure may contain asbestos, lead-based paint, and PCB-containing fluorescent lights.

Standard Measures: The project proposes to conform with the following regulatory programs and to implement the following standard measures to reduce impacts due to the presence of ACMs, lead-based paint, and/or PCB-containing fluorescent lights:

- In conformance with State and Local laws, a visual inspection/pre-demolition survey and sampling shall be completed prior to demolition to determine the presence of asbestos-containing materials, lead-based paint and/or PCB containing fluorescent lights. Based on the survey results, specific abatement procedures shall be developed for demolition.

- All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition and disposal activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

- All PCB-containing fluorescent lights shall be disposed at an appropriate recycling facility.

- During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employees training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- Demolition and disposal of hazardous materials done in conformance with these Federal, State and Local laws and regulations, will avoid significant exposure and hazards to people and the environment from potential hazardous materials contamination.

5.7.3 Conclusion

With implementation of the above standard measures, the proposed project will avoid hazards from potential hazardous materials contamination and will not create a significant hazard to people or the environment. **(Less Than Significant Impact)**

5.8 HYDROLOGY AND WATER QUALITY

5.8.1 Setting

5.8.1.1 *Existing Setting*

The project site contains a 5,880 square foot library building, a 31-space surface parking lot to the north of the library, a six space parking lot to the south of the library, 30 community garden plots to the north of the northern parking lot, the Rodeo Creek Canal to the west of the site, 25 landscape trees surrounding the site, landscaping bushes and shrubs, and sidewalks. The project site is located within the Santa Clara Valley Water District's West Valley Watershed. The nearest waterway to the site is Rodeo Creek, bordering the site to the west. The Rodeo Creek Canal is approximately five to ten feet wide and is an engineered concrete channel for flood control constructed by the Santa Clara Valley Water District (SCVWD). The natural portion of the channel occurs approximately 1.2 miles south of the project site. A steep embankment and an approximately 15 foot setback separates the top of bank of the creek canal from the library (see Photo 3).

No existing underground storm drain serves the site. Runoff from the site is collected and conveyed to the Rodeo Creek Canal by PVC piping located at the rear of the existing building.

Flooding

According to FEMA's Flood Insurance Rate Map, the project site is designated as Zone D, meaning it is an area of undetermined, but possible, flood hazards.[7]

The site is not subject to tsunami.[8]

Water Quality

The Federal Clean Water Act requires local municipalities to implement measures to control construction and post-construction pollution entering local storm drainage systems to the maximum extent practicable. To comply with the requirements of the Federal Clean Water Act, the State Water Resources Control Board (SWRCB) implemented a National Pollution Discharge Elimination System (NPDES) permit for the Santa Clara Valley. Subsequent to implementation of the permit, the San Francisco Regional Water Quality Control Board (RWQCB) issued a Municipal Storm Water NPDES Permit to fifteen co-permittees. The fifteen co-permittees are the City of San José, twelve other municipalities within the Santa Clara Basin watershed area, the County of Santa Clara, and the Santa Clara Valley Water District (SCVWD). Two programs, the Nonpoint Source Pollution Program and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), have been implemented under the NPDES permit to regulate construction and post-construction runoff.

Santa Clara Valley Urban Runoff Pollution Prevention Program

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed by the RWQCB to assist co-permittees in implementing the provisions of the NPDES permit. This program was also designed to fulfill the requirements of Section 304(1) of the Federal Clean Water

[7] Federal Emergency Management Agency. Flood Insurance Rate Map. Community-Panel Number 0603490028E. August 17, 1998.
[8] Association of Bay Area Governments (ABAG). http://www.abag.ca.gov/bayarea/eqmaps/tsunami/tsunami.html

Act, which mandated that the Environmental Protection Agency develop NPDES application requirements for storm water runoff. The Program's Municipal NPDES storm water permit includes provisions requiring regulation of storm water discharges associated with new development and development of an area-wide watershed management strategy. The permit also identifies recommended actions for the preservation, restoration, and enhancement of the San Francisco Bay Delta Estuary.

City of San José Post-Construction Urban Runoff Management (Policy 6-29)

The City of San José Policy No. 6-29 establishes a framework for implementing the SCVURPPP NPDES permit requirements. This Policy requires all new and redevelopment projects to implement Post-Construction Best Management Practices (BMPs) and Treatment Control Measures (TCMs) to the maximum extent practicable. This Policy also establishes specified design standards for Post-Construction TCMs for projects that create, add, or replace 10,000 square feet or more of impervious surfaces. The proposed Calabazas Branch library project is subject to the requirements of City Council Policy 6-29.

City of San José Post-Construction Hydromodification Management (Policy 8-14)

In 2005, the City of San José adopted the Post-Construction Hydromodification Management Policy (No. 8-14) to manage development related increases in peak runoff flow, volume and duration, where such hydromodification is likely to cause increased erosion, silt pollution generation, or other impacts to local rivers, streams, and creeks. The proposed project is located in a subwatershed (http://www.sanjoseca.gov/planning/stormwater/HMP_applicability_color_map.pdf) where under City Council Policy 8-14, projects exceeding 50 acres must prepare a Hydromodification Management Plan. The proposed roadway project is less than 50 acres and is therefore not subject to the requirements of City Council Policy 8-14.

5.8.2 Environmental Checklist and Discussion

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐	1
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐	1

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐	☐	1
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☐	☒	☐	1
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐	1
6) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐	1
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	☐	12
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐	☐	12
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐	12
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐	13

5.8.2.2 *Flood Hazards*

As mentioned above, the project site is located in a Zone D according to the Flood Insurance Rate Map (FIRM). This means that if a 100-year flood were to occur, it is of undetermined, but possible,

that flood hazards may occur. The project would be required to construct buildings with the first floors at or above the flood plain elevation to avoid potential flood-related impacts. Building support utility systems such as HVAC, electrical plumbing, and air conditioning equipment, must be protected from flood damage. The construction of the proposed project will conform to the FEMA flood zone standards.

The site is not subject to tsunami.[9]

5.8.2.3 *Water Quality*

Construction

Project demolition and construction activities would affect the water quality of storm water surface runoff. Construction of the project building and paving of the parking lot and driveway will also result in a disturbance to the underlying soils, thereby increasing the potential for sedimentation and erosion. When disturbance of underlying soils occurs, the surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system.

Standard Measures: The project shall implement the following standard measure:

- Comply with the SCVURPPP NPDES permit issued to the City of San José and other co-permittees of the SCVURPPP, and shall include measures to control pollutants discharged into the stormwater system. Future activities that require a permit from the City of San José will be evaluated for BMPs including, but not limited to the following:

  - Restriction of grading to the dry season (April 15 through October 15) or meet City requirements for grading during the rainy season.
  - Utilize on-site sediment control BMPs to retain sediment on the project site;
  - Implement damp street sweeping;
  - Provide temporary cover of disturbed surfaces to help control erosion during construction;
  - Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.
  - stabilized construction entrance
  - tire wash area
  - concrete washout area
  - inlet protection
  - straw wattles or fiber rolls around the perimeter of the site.

- Comply with the City's Grading Ordinance.

Post Construction

The project site is covered with both impervious and pervious surfaces under existing conditions. The proposed project would increase the impervious surfaces on the site by 8,102 square feet (refer to Table 5.8-1 below). The amount of pollution carried by runoff from buildings and pavement will,

9 Association of Bay Area Governments (ABAG). http://www.abag.ca.gov/bayarea/eqmaps/tsunami/tsunami.html

therefore, also increase incrementally. This could result in stormwater pollution associated with automobile fluids, litter, pesticides, and other pollutants that could contaminate runoff from the site. In order to minimize runoff and avoid water quality impacts, the project proposes to capture overland flows with inlets located in landscaping at low points. These are discussed in more detail below.

Table 5.8-1: Pervious and Impervious Surfaces On-Site

Site Surface	Existing/Pre-Construction (sf)	%	Project/Post-Construction (sf)	%	Difference (sf)	%
Impervious						
Building Footprint	5,889	14%	10,420	24%	4,531	10%
Parking/Driveways	16,420	38%	19,162	44%	2,742	6%
Sidewalks/Paths	2,277	5%	3,106	7%	829	2%
Subtotal	*24,586*	*57%*	*32,688*	*75%*		
Pervious						
Landscaping	12,934	30%	10,512	25%	(2,422)	-5%
Garden Plots	5,680	13%	0	0%	(5,680)	-13%
Subtotal	*18,614*	43%	10,512	25%		
TOTAL	**43,200**	**100 %**	**43,200**	**100%**		
Impervious	24,586	57%	32,688	75%	8,102	34%
Pervious	18,614	43%	10,512	25%	(8,102)	-34%
TOTAL	**43,200**	**100%**	**43,200**	**100%**		

The parking lot area will flow to bioswales and a storm water drainage line located at the eastern edge of the site adjacent to the proposed library building. Water from the storm drainage will flow to a catch basin that will outfall into Rodeo Creek Canal. To reduce runoff from the increase in impervious surfaces on the site, bioswales and a catch basin are proposed. The bioswales will be located at the eastern edge of the site, between the proposed library building and Rodeo Creek Canal. The catch basin will be located at the northeastern portion of the site, adjacent to the library building. The catch basin will require approximately two feet of permeable soil at the base of the trench in conjunction with a perforated sub-drain pipe.

The project includes measures required by City policies and ordinances to reduce and avoid water quality impacts. At the final project design stage, grading and drainage of the site will be designed to include a combination of post-construction Best Management Practices (BMPs) adequate to treat storm water runoff, in accordance with City Policy 6-29 and the NPDES permit. The construction contractor would be required to utilize structural and non-structural control measures and management practices to minimize the addition of pollutants including automotive fluids, pesticides, sediments, and heavy metals to the storm water system after construction. The project would be required to conform to the City's current NPDES permit requirements and standards.

Standard Measures: The project shall implement the following standard measures:

- At the 50% construction drawing stage, staff in the Transportation and Development Services division of the San José Department of Public Works will identify and include site design measures, post-construction structural controls, and BMPs for reducing the volume of storm water runoff and the contamination in storm water runoff as permanent features of the project.

- A sufficient number of post-construction treatment measures would be incorporated into the project to achieve compliance with provision C.3 of the City of San José's NPDES permit and all other applicable local, state, and federal requirements. Post-construction BMPs and design features could include, but are not limited to, the following:

    - bioswales
    - catch basin

Drainage

No existing underground storm drain serves the site. Runoff from the site is collected and conveyed to the Rodeo Creek Canal by PVC piping located at the rear of the existing building. In order to drain the storm water runoff from portions of the site, bioswales and a catch basin are proposed. The 12-inch catch basin would connect to an outfall to Rodeo Creek Canal at the northeastern corner of the site.

5.8.3 Conclusion

With the implementation of the standard measures above, the proposed project will avoid significant hydrology or water quality impacts. **(Less Than Significant Impact)**

5.9 LAND USE

5.9.1 Setting

The project site is located near the northeastern corner of the intersection of South Blaney Avenue and Rainbow Drive in the City of San José. The 1.7 acre site is currently developed with a 5,880 s.f. library building, two paved surface parking lots, sidewalks, and landscaping. The site is surrounded by a community garden to the north, Rodeo Creek Canal and single-family residential uses to the east, Fire Station #15 to the south, and South Blaney Avenue and Calabazas Community Center and Park to the west.

The project site is designated as *Public/Quasi-Public* and *Public Park and Open Space* in the City of San José's General Plan and zoned *R-1-8 (Single-Family Residential).* The *Public/Quasi-Public* land use designation is intended to designate public land uses, including schools, colleges, corporation yards, homeless shelters, libraries, fire stations, water treatment facilities, convention centers and auditoriums, museums, governmental offices and airports. The *Public Park and Open Space* designation is applied to lands which are publicly owned and for the most part, devoted to open space use. However, non-open space uses to which this designation is applied include major facilities such as golf course club houses and community centers. A library provides a similar public benefit to that of a community center. The existing zoning on the project site (*R-1-8),* allows for development of a library, parks, playgrounds, or community centers in addition to single-family residential uses.

5.9.2 Environmental Checklist and Discussion

LAND USE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Physically divide an established community?	☐	☐	☐	☒	☐	1,2
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐	1,2,3
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐	1,2

Discussion: The project proposes to demolish the existing 5,880 s.f. library building, two surface parking areas, and a portion of the adjacent community gardens, and reconstruct a new 10,000 s.f. library and an approximately 52 space surface parking lot. The project does not propose a new land use and would be consistent with the existing *Public/Quasi-Public* (Library) and *Parks and Open Space* (Community Garden) land use designations.

Based on the City's Zoning Ordinance, a public library is a permitted use under *R-1-8 Multi-Family Residential* zoning.

The project does not conflict with any adopted habitat or other conservation plan. The project site is not within the Santa Clara County Airport Land Use Commission (ALUC) jurisdiction boundaries. The project does not conflict with any applicable land use plan, policy, adopted habitat, or other conservation plan.

5.9.3 Conclusion

The proposed project will not result in any significant land use impacts. **(Less Than Significant Impact)**

5.10 MINERAL RESOURCES

5.10.1 Setting

The project is within a developed urban area. It does not contain any known or designated mineral resources.

5.10.2 Environmental Checklist and Discussion

MINERAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐	1,2
Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐	1,2

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone. Santa Clara County has also supplied a significant portion of the nation's mercury over the past century. Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated: the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials.

Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, other than the Communications Hill area cited above, San José does not have mineral deposits subject to SMARA.

The project site is outside of the Communications Hill area, and will therefore not result in a significant impact from the loss of availability of a known mineral resource.

5.10.3 Conclusion

The project will not result in a significant impact from the loss of availability of a known mineral resource. **(No Impact)**

5.11 NOISE

The following discussion is based upon an environmental noise study prepared by *Illingworth & Rodkin Inc.*, in April 2008. This report is located in Appendix D of this document.

5.11.1 Setting

5.11.1.1 *Background Information*

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a "decibel" scale which serves as an index of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the "A-weighted" decibel or dBA. Further, sound is averaged over time and penalties are added to the average for noise that is generated during times that may be more disturbing to sensitive uses such as early morning, or late evening.

Since excessive noise levels can adversely affect human activities (such as conversation and sleeping) and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. The noise guidelines are almost always expressed using one of several noise averaging methods such as **L_{eq}**, **DNL**, or **CNEL**.[10] Using one of these descriptors is a way for a location's overall noise exposure to be measured, realizing of course that there are specific moments when noise levels are higher (e.g., when a jet is taking off from Norman Y. Mineta San José International Airport or a leafblower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on East Santa Clara Street or in the middle of the night). For this report, the DNL will be used as it is consistent with the guidelines for the City of San José and the State of California.

5.11.1.2 *Applicable Noise Standards and Policies*

The Noise Element of the City of San José's Horizon 2020 General Plan identifies noise and land use compatibility standards for various land uses located within the City. These policies and goals are expressed in terms of the DNL. The "satisfactory" Interior Noise Quality Level for libraries is 45 DNL. For exterior noise levels of up to 70 DNL, an acoustical analysis should be made indicating the amount of attenuation necessary to maintain an indoor level less than or equal to 45 DNL. The following policies stated in the Noise Element are also applicable to the proposed project.

Policy 8: The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level guidelines.

Policy 9: Construction operations should use available noise suppression devices and techniques.

[10] **L_{eq}** stands for the Noise Equivalent Level and is a measurement of the average energy level intensity of noise over a given period of time such as the noisiest hour. **DNL** (also known as L_{dn}) stands for Day-Night Level and is a 24-hour average of noise levels, with 10 dB penalties applied to noise occurring between 10:00 PM and 7:00 AM. **CNEL** stands for Community Noise Equivalent Level; it is similar to the DNL except that there is an additional five (5) dB penalty applied to noise which occurs between 7:00 PM and 10:00 PM. As a general rule of thumb where traffic noise predominates, the CNEL and DNL are typically within two (2) dBA of the peak-hour L_{eq}.

Policy 11: When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line.

5.11.1.3 *Existing Noise Conditions*

The project site is located northeast of the intersection of Rainbow Drive and South Blaney Avenue, across from Calabazas Community Center in San José. Adjacent land uses include Dandrideg Drive and the community garden to the north, the Calabazas Community Center to the west, a City of San Jose fire station to the south and single-family residences to the east. A noise monitoring survey was completed from March 21 thru March 28, 2008 to quantify the existing noise environment at the site and its vicinity. The noise monitoring survey included one long-term, 24-hour (LT-1) measurement. The noise measurement locations are shown on Figure 5.11-1.

The long-term (LT-1) measurement was taken approximately 80 feet from the centerline of South Blaney Avenue. Day-night average noise levels at this location ranged from 58 to 60 dBA FNL, and were the result of traffic along South Blaney Avenue. Typical hourly daytime noise levels ranged from 53 to 69 dBA[11] L_{eq}[12]. The nighttime noise levels ranged from 43 to 53 dBA $L_{eq.}$

[11] A decibel (dB) is a unit describing the amplitude of sound. Human hearing decreases at extremely low and high frequencies, which is taken into account by the "A-weighted" decibel scale, expressed as "dBA."
[12] Leq is the average A-weighted noise level during a stated period of time.

NOISE MEASUREMENT LOCATION

FIGURE 5.11-1

5.11.2 Environmental Checklist and Discussion

NOISE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project result in:						
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐	☐	1,2,14
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐	1,2,14
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐	1,2,14
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐	1,2,14
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐	1,2,14
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐	1,2,14

5.11.2.1 *Noise Impacts to the Project*

Exterior Noise Levels

The proposed project would not include any exterior sensitive use areas. Non-noise sensitive exterior uses such as parking lots would not be required to meet the 60 dBA DNL exterior standard.

Interior Noise Levels

Exterior noise levels at the proposed library location were measured to range from about 58 to 60 DNL at a distance of about 80 feet from the center of South Blaney Avenue. Existing noise levels at the proposed setback of the new library location (about 40 feet from the center of South Blaney Avenue) range from about 61 to 63 DNL. Based on traffic projections provided for similar projects

in the surrounding areas of San José, a 1 dBA DNL increase in future noise levels over existing noise levels was assumed for this analysis. As a result, future noise levels at the proposed library location would be between about 62 and 64 dBA DNL. Daytime exterior noise levels are expected to range from 56 to 63 dBA L_{eq} in areas facing and adjacent to South Blaney Avenue.

Typical construction, assuming fixed windows and mechanical ventilation, would result in a noise reduction of 25 to 30 dBA. Interior daytime noise levels would be approximately 26 to 38 dBA L_{eq}(hr) inside areas of the library facing South Blaney Avenue and the resulting day-night average noise level would be 32 to 39 dBA DNL. Attaining the necessary noise reduction (approximately 19 dBA for facades facing South Blaney Avenue) from exterior to interior spaces is readily achievable with proper wall construction techniques, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems. By placing noise sensitive interior uses, such as library reading rooms and offices, in locations of the building that are shielded from South Blaney Avenue, additional noise reduction measures may not be needed.

Impact NOI -1 Noise levels on the site would exceed those considered satisfactory for the intended use according to the City of San José's Noise Element of the General Plan. **(Less Than Significant Impact with Mitigation Incorporated)**

Mitigation: Noise control shall be used in the design of the library. A complete forced air mechanical ventilation system shall be included so that windows may be kept closed to control traffic noise intrusion. Operable windows and doors shall be minimized for noise sensitive uses facing South Blaney Avenue. An acoustical consultant shall participate in the design of the library building. A detailed analysis during the project design phase shall be completed so that the buildings design incorporates treatment necessary to minimize noise intrusion in noise sensitive areas and to maintain an interior noise level of less than or equal to 45 DNL.

5.11.2.2 *Noise Impacts From the Project*

Mechanical Equipment

The City discourages the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level guidelines (55 DNL). It is anticipated that the library building will be fully air-conditioned and that there will be heating, ventilating, and air conditioning units that could be located in unshielded areas. Residential uses, at their nearest point, would be about 25 feet from the proposed library addition. The noise from this equipment, if not designed and located correctly, could exceed the 55 DNL standard at the adjacent property line.

Impact NOI-2: Noise from the heating, ventilating, and air conditioning equipment for the library may exceed 55 DNL noise standard at adjacent residential properties. **(Less Than Significant Impact with Mitigation Incorporated)**

Mitigation: Mechanical equipment shall be designed as to minimize impacts on surrounding uses, particularly residences located south and east of the proposed library building. Noise-generating equipment shall be located on the western portion of the site or adjacent to South Blaney Avenue, or

acoustical shielding shall be provided. If rooftop-mounted mechanical equipment if used, it will be shielded from the adjacent residential development by rooftop screens or perimeter parapet walls, noise control baffles, sound attenuators, or enclosures. An acoustical specialist shall review the mechanical equipment plans prior to construction to ensure the 55-dBA DNL guideline is met at the residential property line.

Traffic Noise

Traffic data was reviewed to calculate the relative change in noise levels expected with the operation of the project. However, vehicular traffic generated by the library would not increase noise levels substantially because the library traffic makes up a small percentage of the total traffic along the roadway. Vehicular traffic noise levels will not increase measurably above existing levels as a result of the project (increase would be less than 1 dBA DNL). This is a less-than-significant impact.

Parking

Future library operations would generate noise levels similar to existing noise levels at the site and would not result in increased noise levels at adjacent residences. Vehicles traveling along South Balney Avenue and entering the library parking lot are the primary noise sources associated with the existing noise environment. Future project activities, including parking lot noise, are anticipated to be similar to noise levels generated by existing library and parking lot activities. This is a less-than-significant impact.

Construction Noise

The development of the project is expected to generate noise and would temporarily elevate noise levels at noise sensitive receptors adjacent to the project site. Project construction activities would take place in a period of less than one year and would include demolition of the existing library, some grading of the site, paving of the parking area, construction of project infrastructure, and construction of the library. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors and existing ambient noise levels.

The highest noise levels would be generated during the demolition and grading of the site, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as jackhammers, graders, scrapers, and bulldozers, generate maximum noise levels of 80 to 85 dBA at a distance of 100 feet. Typical hourly average construction-generated noise levels are about 75 to 80 dBA Leq measured at a distance of 100 feet from the site during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor.

Construction noise levels at adjacent residences would intermittently exceed 60 dBA Leq and existing ambient levels by more than 5 dBA when construction occurs on the site. During heavy periods of construction, noise levels could exceed ambient noise levels by 25 to 30 dBA Leq when construction activities are located adjacent to residences. Noise generated by construction would create a temporary noise level increase at adjacent noise sensitive receptors. Because construction is anticipated to take place during a period of less than one year, this would be considered a less than significant impact provided that standard construction noise control measures are implemented.

Standard Measures: The project shall implement the following standard measures:

- Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours of 7:00 a.m. to 7:00 p.m. with no construction activities on Sundays or holidays.

- Use available noise suppression devices and properly maintain and muffle loud construction equipment.

- Avoid the unnecessary idling of equipment and stage construction equipment as far as reasonable from residences east and north of the site (preferably more than 200 feet from these residences).

- Notify adjacent residents to the project site of the construction schedule.

- Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

5.11.3 Conclusion

The proposed project, with the implementation of the above mitigation measures and standard measures, would not result in significant noise impacts. **(Less Than Significant Impact with Mitigation)**

5.12 POPULATION AND HOUSING

5.12.1 Setting

According to the Association of Bay Area Governments' (ABAG) *Projections 2007*, within the City of San José's Sphere of Influence, the population for 2005 was 993,000 in 309,400 households. For 2020, the projected population for San José is 1,140,097 in 355,924 households. The proposed project is located in Council District 1.

5.12.2 Environmental Checklist and Discussion

POPULATION AND HOUSING						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐	1
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1

Discussion: The project proposes to demolish the existing 5,880 square foot library and surrounding parking, and construct a new 10,000 s.f. library with approximately 52 surface parking spaces on the existing library site and a portion of the community gardens site to the north of the library site. The new library would serve the existing residents and accommodate future need. The projected 2020 population served by the library expansion will increase to 19,389.

The project does not propose any housing development. The proposed project would not induce population or job growth or displace either housing or persons.

5.12.3 Conclusion

The proposed project will not result in significant population and housing impacts. **(No Impact)**

5.13 PUBLIC SERVICES

5.13.1 Setting

Fire Service

Fire protection to the project site is provided by the San José Fire Department (SJFD), which serves a population of approximately 920,000 and an incorporated area of 176 square miles. The SJPD responds to all fires, hazardous materials spills, and medical emergencies (including injury accidents) in the project area. It is the SJFD's goal to not exceed four minutes for the "first response" and six minutes for the "second response" times.

The nearest fire station is station No. 15, located at 1248 South Blaney Avenue, adjacent to the project site. In the 2004-2005 fiscal year, this station responded to 751 calls including 586 medical, 25 fires, and 140 other emergencies.[13]

Police Station

Police protection services are provided to the project site by the City of San José Police Department (SJPD). Officers patrolling the project area are dispatched from police headquarters, located at 201 West Mission Street. The SJPD presently consists of approximately 1,374 sworn officers and operates 338 marked police cars.[14]

The SJPD has four patrol divisions (plus San José Airport), 16 patrol districts, 83 patrol beats and 357 patrol beat building block (BBB). The project site is located in the Central Division, of the SJPD's service area.

Schools

The project site is located in the Cupertino Union School District. The nearest elementary school is Eaton Elementary School, located at 20220 Suisun Drive, approximately one mile northwest of the project site. The nearest middle school is also Hyde Middle School, located at 19325 Bollinger Road, approximately 1.2 miles northeast. The nearest high school is Cupertino High School, located at 10100 Finch Avenue, approximately two miles northeast of the project site.[15]

Parks

The project site is located in Council District 1. The next nearest park is Calabazas Park, located directly across South Blaney Avenue from the library.

[13] City of San José. San José Fire Department. 29 March 2007. http://www.sjfd.org/.
[14] Sergeant Michael Kihmm. San José Police Department. Personal Communication. March 9, 2007.
[15] Cupertino Union School District. 7 July 2008. http://cupertino.ca.campusgrid.net/home

5.13.2 Environmental Checklist and Discussion

PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire Protection?	☐	☐	☐	☒	☐	1
Police Protection?	☐	☐	☐	☒	☐	1
Schools?	☐	☐	☐	☒	☐	1
Parks?	☐	☐	☐	☒	☐	1
Other Public Facilities?	☐	☐	☐	☐	☒	1

Discussion: The proposed project would not impact school activities or park uses. Because the project does not propose a new use in a new location, the project is unlikely to substantially increase the demand for public services, including fire and police protection, or to require construction or expansion of public facilities. The project would be constructed in conformance with current codes, including features that would reduce potential fire hazards.

The project would provide additional services for adults, teens and children in this neighborhood. Some of these services include storytelling, group study areas, community meeting facilities, and greater access to computers. The project would provide a larger library that would be able to serve the future service area population. The new library would be a beneficial impact on public library facilities.

5.13.3 Conclusion

The project will not result in substantial adverse physical impacts associated with a need for new government facilities in order to maintain acceptable levels of service or to the performance objectives for public services. **(Less Than Significant Impact)**

5.14 RECREATION

5.14.1 Setting

The City of San José provides parklands, open space, and community facilities for public recreation and community services. Park and recreation facilities vary in size, use and type of service and provide for regional and neighborhood uses. The project site currently contains a library.

5.14.2 Environmental Checklist and Discussion

RECREATION						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	☐	1
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐	1

Discussion: The proposed Calabazas Branch Library reconstruction would create additional recreational facilities for the neighborhood community by incorporating an adult area, a children's storytelling area, a community room, internet café/tech area, living room area, family area, a quiet study areas, a community room for community members socializing within the library, and a marketplace.

By reconstructing the Calabazas Branch Library, the project would likely increase the number of visitors to the site, and the impacts of increased use are addressed throughout this Initial Study. Some of these additional visitors may use parks near the site. This increased usage may be noticeable, but would not be large enough to impact or cause deterioration or overcrowding at any of the nearby recreational facilities.

5.14.3 Conclusion

The proposed project will not result in significant impacts on the environment as a result of the use of recreational facilities including the use of the project itself. **(Less Than Significant Impact)**

5.15 TRANSPORTATION

The following discussion is based upon a transportation impact analysis prepared by *Hexagon Transportation Consultants* in April 2008. This report is located in Appendix E of this document.

5.15.1 Setting

5.15.1.1 *Existing Roadway Network*

The existing roadway network providing access to the project site consists of two local streets: South South Blaney Avenue and Rainbow Drive.

South Blaney Avenue is a two-lane roadway that extends in a north-south direction from E. Homestead Road to Prospect Road. South Blaney Avenue has on-street parking and sidewalks on both sides of the street.

Bollinger Road is a four-lane roadway that extends in an east-west direction from Johnson Avenue to just west of Bubb Road in Cupertino. Rainbow Drive has sidewalks, on-street parking, and striped bike lanes on both sides of the street.

Prospect Road is an east-west roadway that extends from Saratoga Avenue to just west of S. Steeling Road. Within the project area, Prospect Road consists of fourlanes with sidewalks, on-street parking, and striped bike lanes on both sides of the roadway.

South De Anza Boulevard is a north-south roadway in the vicinity of the site that extends from Prospect Road to W. Homestead Road. North and south of the project area, S. De Anza Boulevard operates as Sunnyvale-Saratoga Road and Saratoga-Sunnyvale Road, respectively. Within the project area, S. De Anza Road consists of six lanes with sidewalks and striped bike lanes on both sides of the street.

Miller Avenue is a north-south roadway in the vicinity of the project site that extends from Cox Avenue to Stevens Creek Boulevard where it carries on northward and becomes Wolfe Road. Within the project area, Miller Avenue consists of two lanes with sidewalks, on-street parking, and striped bike lanes on both sides of the street.

5.15.1.2 *Existing Bicycle and Pedestrian Facilities*

Existing bicycle access to the proposed site is provided by bike lanes on Bollinger Road, Rainbow Drive, S. De Anza Boulevard, Prospect Road, and Miller Avenue. Although not specifically designated as bike routes, most neighborhood streets within the project area are suitable for bicycle travel due to the low traffic volumes and low vehicle speeds.

Existing pedestrian facilities in the study area consist primarily of sidewalks along the streets. Sidewalks are found along the previously described local roadways in the study area and along the local residential streets and collectors near the site.

5.15.1.3 *Existing Transit Service*

The Santa Clara Valley Transportation Authority (VTA) provides bus service on the surrounding roadway network. The existing library is served by three bus routes, with the nearest bus stop located at the Bollinger/South Blaney Avenue intersection. Route 25 provides service between the Alum Rock Transit Center and De Anza College via Bollinger Road, with 30-minute headways during commute hours. The 26 line provides service between the Eastridge Transit Center and the Sunnyvale/Lockheed Martin Transit Center via Wolfe Road, Miller Avenue, and Prospect Road, with 30-minute headways during the commute hours. Route 53 provides service between West Valley College and the Sunnyvale Transit Center via Saratoga-Sunnyvale Road and S. De Anza Boulevard, with 60-minute headways during the commute hours.

5.15.1.4 *Existing Intersection Levels of Service*

The traffic impact analysis provided by *Hexagon Transportation Consultants* evaluated two signalized intersections surrounding the project site during the PM peak-hour (between 4:00 PM and 6:00 PM) traffic conditions in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. Traffic conditions during the AM peak hour were not evaluated because the library would not be open at that time.

City of San José Intersections

All the study intersections are subject to the City of San José level of service standards. The City of San José level of service methodology is based on the *2000 Highway Capacity Manual* (HCM) method for signalized intersections calculated using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is the Congestion Management Plan (CMP)-designated intersection level of service software, the City of San José methodology employs the CMP default values for the analysis parameters. The City of San José level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 5.15-1.

Table 5.15-1:
Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	10.1 to 20.0
C	Higher delays may results from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high	35.1 to 55.0

Table 5.15-1: Intersection Level of Service Definitions Based on Average Delay		
Level of Service	**Description**	**Average Control Delay Per Vehicle (sec.)**
	volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	Greater than 80.0

The results of the level of service analysis under existing conditions are summarized in Table 5.15-2. The results show that all of the signalized study intersections currently operate at acceptable levels of service (LOS D or better) during the PM peak hours, according to City of San José standards.

Study Intersections

The study intersections were evaluated against the standards of both the City of San José and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The CMP level of service methodology, TRAFFIX, is the same as that used to evaluate City of San José signalized intersections. The CMP level of service standard differs from the City of San José standard. The CMP level of service standard for signalized intersections is LOS E or better. The traffic analysis is based on peak-hour levels of service for one signalized intersection and one unsignalized intersection. The level of service results under existing conditions for the study intersections also are shown in Table 5.15-2. The results show the signalized study intersection currently operates at an acceptable level of service (LOS D or better) during the PM peak hour, according to the City of San Jose standards. Although it is not subject to the City's level of service standard, the unsignalized study intersection currently operates with minimal delay corresponding to LOS A.

Table 5.15-2: Existing Intersection Levels of Service			
Intersection	**Peak Hour**	**Average Delay**	**LOS**
South Blaney Avenue and Bollinger Road	PM	18.8	B
South Blaney Avenue and Rainbow Drive (unsignalized)	PM	9.0	A

5.15.2 Environmental Checklist and Discussion

TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	☐	☐	☒	☐	☐	1,15
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐	1,15
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☐	1,15
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	☐	1,15
5) Result in inadequate emergency access?	☐	☐	☐	☒	☐	1,15
6) Result in inadequate parking capacity?	☐	☐	☒	☐	☐	1,2,15
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒	☐	1,2,15

The project site would have vehicular access via one full access driveway on South Blaney Avenue.

For the purposes of this project, the relevant criteria for impacts at intersections are based on the City of San José level of service standards. The project would create a significant adverse traffic impact at a signalized intersection in the City of San José during either peak hour if:

- The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions; or

- The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the

intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more.

5.15.2.1 *Project Trip Estimates*

The amount of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: 1) trip generation, 2) trip distribution, and 3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the weekday PM peak hour. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

5.15.2.2 *Trip Generation*

The trips generated by the existing library were surveyed on Wednesday, April 2, 2008 from 4:00 PM and 6:00 PM. This survey consisted of a count of the number of vehicles entering and exiting the site driveway as well as vehicles utilizing the on-street parking areas immediately adjacent to the library and the public parking facility that serves the City park across the street. Because these parking facilities serve multiple uses, counters observed the purpose of each vehicle trip to distinguish the trips generated by the library from those generated by other uses. The peak hour within this period was identified and the hourly trip generation rate was derived.

Existing Library

The Calabazas Branch Library generated approximately 124 vehicle trips during the PM peak hour. This equates to a rate of 21.11 peak-hour vehicle trips per 1,000 square feet (s.f.). Trip generation surveys were also completed at eleven other branch libraries in San José. The observed PM peak-hour trip rates at the other branches in San José range from a low of 5.88 trips per 1,000 s.f. at the Rosegarden Branch Library to 25.64 trips per 1,000 s.f. at the Evergreen Branch Library.

The daily traffic generated by the existing library was extrapolated from the observed peak-hour trips. A comparison of library trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation* manual shows that daily trips on a weekday typically equal approximately 10 times the number of PM peak-hour trips on a weekday. Given the number of hours during which the Calabazas Branch Library is open, it is assumed that the same relationship between daily and peak-hour trips holds for the Calabazas Branch Library. Thus, the existing library is estimated to generate 1,240 vehicle trips on an average weekday.

Proposed Library

The library trip surveys published in the ITE *Trip Generation* manual indicate that PM peak-hour trip rates tend to decrease as the size of the facility increases. Thus, it is unlikely that the Calabazas Branch Library will continue to generate traffic at the same rate as the existing library. Nevertheless, to be conservative, the traffic generated by the proposed expansion of the Calabazas Branch Library was estimated using the trip rate observed at the existing 5,880-s.f. facility. Using this trip rate, the proposed 10,000-s.f. library would generate 211 PM peak-hour trips on a typical weekday. As under existing conditions, it is assumed that daily traffic generated by the proposed library on a typical weekday would equal approximately 10 times the number of PM peak-hour trips for a gross total of 2,110 daily trips.

Subtracting the 1,240 trips generated by the existing library from the 2,110 trips generated by the proposed library yields a net increase of 870 vehicle trips during the PM peak hour. Because the library does not open until 10:00 AM, it generates a negligible number of trips during the AM peak commute period.

5.15.2.3 *Pass-By and Diverted Trips*

The above net project trip estimates include pass-by trips and diverted trips. Pass-by trips are trips that already pass directly by the project site and upon completion of the project would stop at the project site while en route to their ultimate destination. Diverted trips are trips that pass through the study area but not directly by the project site and upon completion of the project would divert from their previous route in order to make an intermediate stop at the project site before continuing on to their ultimate destination.

The proportion of pass-by and diverted trips generated by the proposed project was estimated based on data obtained from the *San Diego Traffic Generators* manual. For libraries, this publication states that for libraries primary trips comprise 44 percent of all trips. The remaining 56 percent are assumed to be diverted trips. Applying the 56 percent reduction for diverted trips yields to the 32 net project trips yields 14 primary project trips during the PM peak hour. Table 5.15-3 below shows a summary of the project trip estimates.

Table 5.15-3:
Project Trip Estimates

Use	Size	Daily		PM Peak Hour			
		Rate	Trip	Rate	In	Out	Total
Proposed Library	10,000 s.f.	211	2110	21.1	103	108	211
Existing Library	5,880 s.f.	211	1240	21.1	61	63	124
NET TRIP GENERATION[1]			870		42	45	87
PASS-BY AND DIVERTED TRIPS[2]		56%	487		24	25	49
PRIMARY TRIPS[3]		44%	383		18	20	38

[1] Per 1,000 square feet. Source: Calabazas Branch Library Survey, Wednesday, 04/02/08 (4-6 PM

[2] Net project traffic is equal to the total traffic of the proposed use minus the existing use.

[3] Pass-by and diverted trip reductions per *San Diego Traffic Generators.*

5.15.2.4 *Trip Distribution and Assignment*

The project trip distribution pattern was estimated based on the locations of complementary land uses, and the locations of other branch libraries. A map showing the proposed branch library service areas is provided in Appendix D. The estimated project trip distribution pattern reflects the proposed service area of the Calabazas Branch Library.

The peak-hour trips generated by the proposed project were assigned to the roadway system in accordance with the trip distribution patterns discussed above and the proposed site access. The existing and proposed library would be accessed via one full access driveway on South Blaney Avenue.

The directions of approach and departure of pass-by and diverted project trips were estimated based on the existing travel patterns in the area.

Project Intersection Analysis

The projected intersection levels of service results under project conditions are summarized in Table 5.15-4.

City of San José Intersection Analysis

The results show that none of the study intersections would be impacted by the project according to the City of San José's level of service standards for signalized intersections.

Table 5.15-4:
Project Intersection Levels of Service-PM Peak Hour

Intersection	Peak Hour	Background		Project Conditions			
		Ave. Delay	LOS	Ave. Delay	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
South Blaney Avenue and Bollinger Road	PM	18.8	B	18.9	B	0.30	0.004
South Blaney Avenue and Rainbow Drive	PM	9.0	A	9.3	A	0.30	0.054

Parking

The proposed project site would contain a surface parking lot with a total of 52 parking spaces, including two handicapped spaces. The adequacy of the proposed project parking was evaluated based on guidelines established by the City of San José.

Proposed Project Parking Estimates

The peak parking demand generated by the new library was estimated based on the proposed building size and the minimum parking requirements found in the City of San José's Zoning Ordinance (one space per 300 s.f. of area open to the public). The proposed library is expected to generate a peak of 34 occupied parking spaces (10,000 sq. ft. of area open to the public/one space per 300 s.f. = 34 spaces).

Project Parking Impacts

The parking demand generated by the proposed project would not exceed the proposed number of parking spaces proposed in the parking lot.

Pedestrian, Bicycle, and Transit Facilities

Most roadways in the project area currently have sidewalks on both sides of the street, with crosswalks and pedestrian signal heads at all of the major intersections. The adequate network of sidewalks and crosswalks within the study area would provide pedestrians with a safe connection between the project site and the other surrounding land uses in the area.

The increase in pedestrian and bicycle traffic generated by the proposed project was calculated based on the net increase in vehicle trips generated by the project and the vehicle occupancy and distribution of trips among various modes observed at other branch libraries in San José. The project is estimated to generate 87 additional vehicle trips during the PM peak hour. It is estimated that the average vehicle occupancy at the Calabazas Branch Library would be 2.28 persons per vehicle trip with trips distributed among the following travel modes: private vehicle 73 percent, walk 23 percent, bike three percent, and bus one percent.

The project is estimated to generate approximately 20 additional pedestrian trips and three additional bicycle trips during the PM peak hour. The existing pedestrian and bicycle facilities are sufficient to accommodate the additional demand generated by the project.

Transit Service

The current transit service in the project vicinity consists of several VTA-operated bus routes. Bus stops exist at the corner of South Blaney Avenue and Bollinger Street. Generally, adequate sidewalks and pedestrian crosswalks are present along the routes from these bus stops to the project site. Based on the surveys completed at other branch libraries in San José, it is concluded that the proposed project would generate few transit patrons and would result in an insignificant impact on transit service.

5.15.3 Conclusion

The proposed project would not result in substantial additional peak hour traffic in the area or result in significant impacts to the transportation system. **(Less Than Significant Impact)**

5.16 UTILITIES AND SERVICE SYSTEMS

5.16.1 Setting

Water service to the site is supplied by the San José Water Company. The site is served by an eight-inch water main located in South Blaney Avenue.

No existing underground storm drain serves the site. Runoff from the site is collected and conveyed to the Rodeo Creek Canal by PVC piping located at the rear of the existing building.

Sanitary sewer lines in the area are also owned and maintained by the City of San José. The site is served by a six-inch VCP sewer line in South Blaney Avenue.[16]

Solid waste and recycling collection services for the site are provided by the Green Team of San José. San José has a contract with Newby Island Landfill which extends until the year 2019. The City of San José disposes approximately 250,000 tons of residential garbage per year at Newby Island Landfill.

Natural gas and electric service is provided to the site by Pacific Gas and Electric.

5.16.2 Environmental Checklist and Discussion

UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐	1,2
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐	1,2
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐	1,2
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	☐	1,2

[16] Studio:G Architects. Underground Piping Plan. May 14, 2007.

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐	1
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐	1,2
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐	1,2

Discussion: The water demand for the proposed project would be similar to that of the existing Calabazas Branch Library. The project's incremental increase water demand would be met through water conservation programs as well as supplemental imported water supplies during future droughts. The project's water use would not require any new or expanded water supply entitlements. All water services will be individually tapped from the existing eight-inch water line located in South Blaney Avenue.

As mentioned above, no existing underground storm drain serves the site. Runoff from the site is collected and conveyed to the Rodeo Creek Canal by PVC piping located at the rear of the existing building. In order to drain the storm water runoff from portions of the site, bioswales and a catch basin are proposed. The 12-inch catch basin would connect to an outfall to Rodeo Creek Canal at the northeastern corner of the site.

The existing six-inch sanitary sewer line would be sufficient to serve the new building. A connection to the existing six-inch main will occur at the center of South Blaney Avenue. The proposed library would generate similar quantities of sewage and waste as the existing facilities.

The existing utility services have adequate capacity to accommodate the incremental increase in demand resulting from the new building and services on the site.

5.16.3 Conclusion

The project will not require new utility lines and will not exceed the capacity of existing utility systems. **(Less Than Significant Impact)**

5.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1) Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐	21-26
2) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐	☐	1-72
3) Does the project have possible environmental effects that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐	☐	1-72
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐	1-72

Discussion: As discussed previously in the respective sections, development-specific mitigation measures are identified to reduce the impacts of the proposed project to a less than significant level. With the identified mitigation measures, the proposed project will not result in significant impacts, result in impacts that are cumulatively considerable, or substantially adversely affect human beings directly or indirectly.

Checklist Sources

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans).

2. City of San José 2020 General Plan.

3. City of San José Zoning Ordinance.

4. City of San José Public Library Branch Facilities Master Plan, September 2000.

5. Santa Clara County Important Farmlands Map 2007.

6. Bay Area Air Quality Management District CEQA Guidelines, 2001.

7. Concentric Ecologies. *Preliminary Tree Report, Calabazas Park Library*. February 2008.

8. Live Oak Associates, Inc. *Riparian Corridor Policy Study Analysis on the Reach of Rodeo Creek Associated with the Calabazas Library.* April 1, 2008.

9. Holman and Associates. *Cultural Resources Report.* April 2008.

10. USDA Soil Conservation Service. *Soils of Santa Clara County.* 1968.

11. Environmental Services Department, City of San Jose. *Phase I Environmental Assessment for Calabazas Community Gardens.* February 2006.

12. Environmental Services Department, City of San Jose. Limited *Phase II Environmental Assessment for Soil Characterization Preconstruction Study for Calabazas Community Gardens.* April 2008.

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14. Federal Emergency Management Agency. *Flood Insurance Rate Map.* Community-Panel Number 0603490028E. August 17, 1998.

15. Association of Bay Area Governments (ABAG). http://www.abag.ca.gov/bayarea/eqmaps/tsunami/tsunami.html

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17. Hexagon Transportation Consultant, *Calabazas Branch Library Transportation Impact Analysis*. April 2008.

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